The New-York Times.

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LATEST NEWS BY CABLE

GREAT BRITAIN.

DEBATE IN THE HOUSE OF COMMONS ON GRANTING THE MARRIAGE ALLOWANCE TO THE DUKE.

LONDON, July 29.—In the House of Commons, this evening, the consideration of the Queen's message touching the marriage of the Duke of Edinburgh was resumed.

Mr. Gladstone was present, and made a speech, urging the grant of the allowance asked. He referred to the numerous precedents, and set forth the auspicious character of the approaching alliance. Royal marriages, he said, rarely had political or diplomatic significance in these days. But this union, while it was one of mutual affection, would be a new tie between England and what some regarded as a hostile State. It would cause a favorable change in public opinion toward Russia. No time could be more satisfactory for such an alliance than the present. Mr. Gladstone paid a glowing tribute of praise to the Emperor Alexander for the emancipation of the serfs. He then moved that £25,000 per annum be granted the Prince and Princess, and £6,000 to the latter in case she survives her husband.

In conclusion the Premier deprecated discussion of a character likely to destroy the gracefulness of the act.

In the absence of Mr. Disraeli, Right Hon. Mr. Ward Hunt seconded the motion.

Mr. P. A. Taylor, member for Leicester, said he could not vote for the motion. He regarded the proposition as unwarranted and inexpedient, and declared he should oppose the second reading of the bill wherein the money was appropriated.

Mr. James Holt, one of the members for Lancashire, inquired whether the Grand Duchess Alexandrovna was prepared to conform to the Church of England.

Mr. Gladstone replied that this could not be required of her by the act of succession, because she could not be an heir to the throne. He added that to push this question would be odious and insulting to the parties concerned.

Mr. Newdegate, member for North Warwickshire, suggested that as the issue might become heirs, the question raised was pertinent.

After further debate it was agreed that the necessary appropriatoin bill should be introduced to-morrow.

In the House of Lords the motion for an annual allowance to the royal pair was carried unanimously without debate.

A PROTEST FROM BRISTOL REPUBLICANS—THE ELECTION IN GREENWICH—CELEBRATION OF THE INDEPENDENCE OF PERU.

LONDON, July 29.—The Republicans of Bristol have issued a manifesto protesting against any increase in the allowance to the Duke of Edinburgh, on the occasion of his marriage.

There are six candidates in Greenwich for the vacancy in the House of Commons occasioned by the death of Sir David Salomons. As four are Liberals the Conservatives will probably carry the election.

The anniversary of the independence of Peru was celebrated at Hampton, yesterday, by a grand dinner. Hon. R. C. Schenck, the United States Minister, and other prominent gentlemen, were present.

THE AUSTRALIANS ANXIOUS FOR IMMIGRATION—THE BLOCKADE-RUNNER AT FONTARABIA.

LONDON, July 29.—The Colonial Government of Queensland, Australia, has offered through its agent here to pay the passages of 10,000 skilled laborers from Great Britain to the colony.

The vessel which landed a cargo of Remington rifles at Fontarabia is one which several times ran the blockade of the Southern ports of the United States during the late war. On this occasion she was commanded by an Irishman, and manned by an English crew.

MR. SCUDAMORE SUSTAINED.

LONDON, July 28.—A resolution censuring Mr. Scudamore, Superintendent of the Postal-telegraph Service, for an alleged misappropriation, failed to pass the House of Commons to-day, by a vote of 161 nays to 111 yeas.

GOODWOOD RACES.

LONDON, July 29.—The Goodwood races began to-day, with a large and brilliant attendance. The Steward's Cup, which was the leading event of the first day, was won by Sister Helen. Modena was second, and Oxford Mixture third. Thirty-one ran, and the betting at the start was thirty-three to one against Sister Helen, ten to one against Modena, and twenty-five to one against Oxford Mixture.

SUMMARY.

The Steward's Cup, value 300 sovereigns, (handicap) by subscription of 10 sovereigns each, with 100 added from the race-fund, for three years old and upwards.

Mr. Eastlake's b. m. Sister Helen, by Thunderbolt, out of Lay Sister....................1
Lord Wilton's b. f. Modena, by Parmesan, out of Archeress....................2
Mr. Drummond's gr. f. Oxford Mixture, by Oxford, out of Irish Belle....................3

FRANCE.

TREATIES OF COMMERCE APPROVED—THE ASSEMBLY PROROGUED—MESSAGE OF PRESIDENT MACMAHON—ORDER TO BE PRESERVED AND PEACE MAINTAINED.

VERSAILLES, July 29.—In the Assembly to-day, the Treaties of Commerce with Great Britain and Belgium, concluded by the Duke de Broglie, were approved.

A message from President MacMahon, proroguing the Assembly, was received and read. The President says he will answer for the preservation of order during the recess, and will insure the maintenance of respect for the authority of the Assembly. He points out the happy results of concord between the Government and the Assembly, among which he specifies the passage of the bill for the reorganization of the army. Alluding to the evacuation of the soil by the German troops now fast approaching completion, he makes a grateful acknowledgment of the successful negotiations of President Thiers to that end, and praises the Eastern Department for their heroism, and the French people for their patriotism and patience in the protracted trial they have undergone. The country, he adds, will never cease to feel a sense of its dignity when it remembers what a price it has paid for peace. But noisy manifestations of joy over the event should not be indulged in. Peace is the first necessity, and the Government is resolved to maintain it. Assurances are received daily of the sincere amity of the foreign powers.

The President closes his message by declaring that he shall continue the policy indicated by the frequent and unanimous votes of the Assembly.

At the conclusion of the reading there were cheers from the Right and Centre benches.

The Permanent Committee of the Assembly has resolved to sit once every two weeks during the recess. An amendment offered by the Left making the sittings weekly was rejected. The committee holds its first regular session on the 13th prox.

PRINCE JEROME NAPOLEON AND HENRI ROCHEFORT.

PARIS, July 29.—Prince Jerome Napoleon has semi-officially asked for restoration to his rank in the army as General of Division. No reply has yet been given him.

Henri Rochefort is to be again examined by physicians. If his condition warrants it he will be sent off in the next convict ship.

THE STEAMER VIGILANTE.

PARIS, July 29.—The German Government has promised the Spanish Minister at Berlin to instruct Capt. Werner to release the Spanish steamer Vigilante.

SPAIN.

RELEASE OF THE BISHOP OF GRANADA—UNSUCCESSFUL INSURGENT ATTACK ON SEVILLE — THE STEAMER VIGILANTE GIVEN UP.

MADRID, July 29.—The Bishop of Granada, who was held as a prisoner of the insurgents in that city, has been released.

A dispatch has been received at the War Office announcing that the insurgents have commenced an attack upon Seville. The Government forces in the city were actively resisting the assault, and were confident of driving off the insurrectionists.

The Spanish steamer Vigilante, which was seized by the German man-of-war Frederick Charles, has been given up to the Spanish Consul at Gibraltar.

DENIAL OF A CARLIST REPORT.

MADRID, July 29.—The report that the Republican artillerymen in Valencia have joined the insurgents is untrue.

SLAVERY IN CUBA—THE SIEGE OF BERGA RAISED—INSURGENT VESSELS SAILING FOR AMERICA.

MADRID, July 29.—Señor Polanca, Minister of the Colonies, and the Deputies from Porto Rico, are having conferences for the purpose of discussing the bill providing for the abolition of slavery in Cuba.

A Carlist force which has been laying siege to Berga for several days past made an attack upon the town yesterday, but met with a repulse and have raised the siege.

The United States Vice Consul at Valencia announces that two of the vessels seized by the insurgents have sailed from that port with troops for America.

LATER FROM MADRID—SUCCESSES OF THE NATIONAL FORCES AT SEVILLE—THE VALENCIA INSURGENTS—SENOR CASTELAR CONVALESCENT.

MADRID, July 29.—The loyal troops in Seville moved against the insurgents yesterday. After two hours' fighting they gained and held the leading strategic points in the city. It is expected that by to-morrow morning the insurgents will be completely overpowered.

A conference by telegraph has been going on between President Salmeron and the Valencia insurgents. The latter appear to be disposed to surrender.

Gen. MaKenna leaves Madrid to-morrow to take command of the army in Catalonia.

Señor Castelar has recovered from an indisposition which confined him to his house a few days, and attended a Council of Ministers today.

DON CARLOS IN NAVARRE—THE CARLISTS CONCENTRATED AT LOGRONO—CLERGYMEN FLEEING INTO FRANCE.

BAYONNE, July 29.—Don Carlos has arrived at Leiza, in Navarre, seventeen miles north-west of Pampeluna.

The Carlists are concentrating before the town of Logrono, capital of the province of that name, and an attack will probably be made soon.

One hundred and seventy curés and other clergymen have fled from Spain and sought refuge on French territory.

PROWLING BANDS OF CARLISTS.

BAYONNE, July 29.—Many small bands of Carlists have appeared on the Spanish coast near the French frontier, to protect vessels landing arms and ammunition.

AUSTRIA.

DESTRUCTIVE RAVAGES OF THE CHOLERA IN VIENNA AMONG THE TROOPS—EXPOSITION PRIZES TO AMERICANS.

VIENNA, July 29.—In the barracks in the suburbs of this city there have been in one day as many as 200 cases of cholera and thirty deaths. The ravages of the disease have become so extensive that the Government has been compelled to order the removal of the troops to Bruck, a small town twenty-three miles south-east of Vienna. In this city the number of deaths from cholera is reported at twenty per day.

There is no doubt that many of the highest prizes for goods exhibited at the exposition will be awarded to Americans.

PRUSSIA.

GOOD TEMPLARS LODGES TO BE ESTABLISHED IN PRUSSIA.

BERLIN, July 29.—Prince Bismarck has granted permission to the Good Templars to establish lodges in Prussia.

RUSSIA.

TRANQUILLITY REPORTED IN KHIVA.

ST. PETERSBURG, July 29.—Official dispatches from Gen. Kaufmann report that tranquillity prevails in Khiva. The health of the troops is good. The transportation of the enfranchised slaves to Persia and elsewhere has begun.

CELEBRATION OF THE LAYING OF THE ATLANTIC CABLE.

HEART'S CONTENT, N. F., July 29.—The seventh anniversary of the opening of telegraph communication between America and Europe was celebrated yesterday on board the Great Eastern and on shore. There was a very spirited race between three boats of the Great Eastern—twelve oars each. Then followed a race between the officers of the Great Eastern and the Heart's Content telegraph staff, which was won by the former. The stewards of the Great Eastern challenged the shore, and were beaten. Other boat races succeeded, and tub races in the harbor, with foot races on shore, made the day pass pleasantly. In the evening a concert was given on board the Great Eastern. The weather was superb, and everything passed off without accident.

TENTH ANNUAL UNIVERSITY CONVOCATION.

ALBANY, N. Y., July 29.—The tenth annual University Convocation of this State commenced this morning in the Assembly Chamber. There was quite a large attendance of those interested in the cause of education, and a number of ladies were present. The convocation was called to order by Chancellor John V. L. Pruyn, who was attired in the robes of his office. Prayer was offered by Rev. W. D. Wilson, of Cornell University. The Chancellor then delivered his annual address, after which Prof. D. S. Martin, of Rutgers Female College, read a paper on "The Relations of Christian Educators to the Scientific Problems of the Present Day." Other papers were read by Prof. Wilson, of Cornell University, on "Differentials and the Methods of Finding Them;" on "Modern Education," by Prof. Cornelius O'Leary, of Manhattan College, "Principles and Methods of Education," by Prof. Joseph R. Buchanan, of the Eclectic Medical College; and on "The Science of International Law with Reference to Peace Arbitrations," by Rev. Dr. Miles, of Boston.

THE PRESIDENT AT KINGSTON.

ENTHUSIASTIC RECEPTION AT RONDOUT—VISIT TO OVERLOOK MOUNTAIN.

Special Dispatch to the New-York Times.

OVERLOOK MOUNTAIN HOUSE, N. Y., July 29.—President Grant and Gen. Babcock, contrary to expectation, left New-York yesterday morning on board the Chauncey Vibbard at an early hour, and arrived at this place to-night. Both gentlemen were unaccompanied by any retinue, their sole attendant being an attaché of Gen. Geo. H. Sharpe, whose guests they were to be during the pleasure trip to Overlook Mountain. Their presence on board the steamer was for some time unknown to most of the passengers, and, when it was discovered, they were subjected to a somewhat inconvenient scrutiny. On arriving at Rhinebeck on the Hudson, opposite Rondout, they found Mayor Lindsley, the Aldermen and Common Council of the City of Kingston, with several distinguished citizens of Ulster County, in waiting to receive and escort them to the Sandy, which had been chartered to take the President across the river. Gen. Sharpe went on board the Vibbard to apprise the President of everything being in readiness, when the crowd gathered around him and eagerly pressed forward, one by one, to shake his hand. This lasted some time, and when Gen. Grant finally took his leave and got on board the Sandy, the people on shore cheered him lustily. At the same moment the steamers at Rhinebeck and Rondout took the signal, and announced the President's arrival to hundreds on the other county side. On the river, tugs were waiting to give him hearty reception, and cheers greeted the Sandy's approach to Rondout. The President's passage from the vessel to his carriage was interrupted by demands made upon his patience in the way of shaking hands with every one who waited to welcome him. At last he got into the barouche in waiting, and was driven with Gen. Sharpe to this gentleman's residence. A brief rest, with luncheon, followed, and some of the most prominent men of the county, with the civil authorities, called and were introduced to him. The roads and streets of Kingston were lined with enthusiastic people, who gave the President a hearty welcome in this city. Flags and streamers floated from the Court-house, Academy, and public and private buildings; in short, it was a partial holiday in the place. All thought the President was merely paying a visit in his private capacity, and many were disappointed at Postmaster Creswell's absence, who was delayed by sudden indisposition. At 3:15 President Grant, Gen. Babcock, Gen. Sharpe and sons went down through enthusiastic crowds to the Kingston and Syracuse Railway Depot, where a special train was in waiting to convey them to West Hurley. The depot was surrounded by ladies and gentlemen, who heartily welcomed their distinguished visitor. The President stood on the rear platform until the train moved off amid the hurrahs and demonstrations of the multitude. In the car beside the President's party were Dr. Hoes, Messrs. Bradbury, McEntee, and several others. As the train passed by the several little hamlets on the outskirts of Kingston, the inhabitants displayed flags and fired guns as a salute. West Hurley gave the President's party a grand reception. There was a full band with new uniforms playing national airs; flags and evergreens decorated the depot, and people from twenty miles around were assembled. Handkerchief waving, and shower of flowers welcomed the visitors, who, alighting from the cars, were compelled to stand on the platform while the President again shook hands. At length this was over, and in two carriages, each drawn by four fleet horses, the party began their journey to Overlook Mountain, eight miles distant. The way lay through a thickly wooded and settled country. At the base and up the side of the mountain, 3,800 feet above the level of the sea, the journey was necessarily slow, as the ascent in parts was precipitous, and many stoppages, to afford the horses breathing spells, had to be made. At Woodstock, about half-way from West Hurley to the hotel, the inhabitants had assembled to do Gen. Grant honor. The piazzas of the hotel were occupied by ladies and children in holiday dress, who showered down boquets of choice flowers and evergreens upon him as he passed beneath the porch into the parlor, where dozens of the residents were waiting to be introduced. The handshaking was once more repeated, and two pretty children handed the President a couple of elegant nosegays. The horses being rested, the party concluded their journey to the Mountain House, and did not halt again until they reached Mead's Hotel. From this point the trip was very slow, as the steep roads were heavy from the recent rain. Nothing worthy of note occurred along this zig-zag track in the clouds, until on emerging from the latter, loud cheers immediately overhead to the right told the passengers that they had come to their destination, the Mountain House. Its piazzas were filled by the guests, and as the carriages wound around the corner of the hotel and passed under the front verandah, showers of flowers and favors fell upon the President. As he alighted from the vehicle, the ladies came forward and welcomed him to the house.

MEXICO.

THE REPORTED CAPTURE OF LOZADA CONFIRMED—MINISTER MEJIA.

CITY OF MEXICO, July 19, via HAVANA, July 29.—The Government has received dispatches confirming the report that the famous revolutionist Lozada had been taken prisoner by the national troops. He was captured on the 14th inst.

Minister Mejia declares that he will not support the Government in its dictatorial powers. He is charged with holding revolutionary caucuses at the house of Santa Cecilia, a son-in-law of the late President Juarez.

SENATOR SUMNER.

WASHINGTON, July 29.—Several of the leading colored citizens have addressed Senator Sumner a letter, congratulating him on the recovery of his health, and expressing their hope that he will be able to resume his labors in the Senate, where they say he has so long and faithfully contended for the equal rights of men. They also mention that they are now agitating the question of a common school system in the District for all children, feeling confident this is the only true way in which children can be educated without prejudice and discrimination on account of race, color, or nationality. Mr. Sumner, who will leave for Boston during the week, has acknowledged the note in a letter in which he repeats, in the strongest terms, his well-known principle favoring equal rights of all men, and urges the colored citizens to continue to demand and preserve them. He points out that all advances in the direction of equal rights have first been made in the District of Columbia, and reviews the several steps and complete success attending each new concession and experiment. In conclusion, he urges most strongly the right and necessity of all children, without distinction of color, to equal rights and advantages of common school education.

THE STORM IN NEWARK.

A terrific thunder-storm burst over Newark yesterday afternoon, flooding streets and cellars and causing sewers to burst and overflow. The entire damage is estimated at $100,000. A building in Lock-street was struck by lightning and slightly damaged. A barn in Crowley's lumber-yard, at the foot of Bridge-street, was also struck and entirely consumed, causing a loss of several hundred dollars.

WAYSIDE NOTES.

ACROSS TEE PRAIRIES TO CHICAGO.

THE WEATHER AND THE CROPS IN ILLINOIS—SEEKING FOR A SUMMER RETREAT—COAL VS. WOOD—ON THE CARS—CHICAGO.

From Our Own Correspondent.

CHICAGO, Ill., Friday, July 25, 1873.

When we of the West read in THE TIMES the letters of correspondents from the various Eastern Summer resorts, you may be sure that our souls are moved to great envy. It must be fine indeed to take your choice of sand-beach and surf along a whole coast-line from Cape May to Mount Deseret—to be within a day's ride of Saratoga, Niagara, or the White Mountains—to have a cottage at Newport or Long Branch, to smell a passing whiff of the President's cigar, or to have your eyes filled with a cloud of dust made aristocratic by the flashing wheels of Belmont's drag. Metaphorically we sneeze and rub our eyes at these newspaper visions of Oriental luxury. Nevertheless we repine not, neither do we die, though such enjoyments be not ours. We gird up our loins and look about us to see what crumbs of Summer comfort we may pick up in the places where our lines are cast.

For with us, here in Central Illinois, which is our starting-point, it is not too strong a statement to say that the dog-star frequently gets on the rampage. This year, it is true, Sirius has, thus far drawn it rather mild. Let me briefly recapitulate the season: A rainy March; a fair May; drouth in June, when we should have had showers; heavy rains in July, when it should have been dry; hence, a general derangement of farm work, and trying vicissitudes to all sorts of crops. Hay started finely, thanks to the wet Spring, but was checked by the June heats, and had to be mown and cured in extremely unfavorable weather. Wheat made a too vigorous growth in the beginning, but filled well until the grain was "in the milk," then the July rains caught it and soaked it, making the heads heavy and the stalk soft, and, finally, a few windy and gusty showers, whirled, twisted, and matted it down, so that it ripened irregularly, and made exceedingly botchy work for the reaping machines, entailing loss in time and waste in grain. Corn-lands could not be plowed till late, and this made planting late. May, however, was a fair month, and forehanded and energetic farmers who plowed industriously, had their fields in the best possible condition both for the June drouth and the July rains. The rain, which is said to fall alike on the just and the unjust, did certainly this year prove an equal blessing to both industrious and slothful corn-planters, it was so abundant when it did come that it brought the clean, forward fields right up to a quick and full silk and tasseling, and it lifted the backward and weedy fields up and over the weeds, which were struggling for the mastery and had well-nigh gained it. So that for Central Illinois I think I may safely predict a light wheat crop, subject to much classification; an average hay crop, rather badly harvested, and a number one corn crop, which only some very extraordinary weather can, from this on, damage or diminish.

Whatever may have caused it, July has this year been very cool—I might almost say cold—for we have worn overcoats, and been tempted to light evening fires. But now that the month is nearly out, the thermometer is beginning to rise ominously. Those of us, who know the tricks of the seasons here, have not been lulled into any false security by the exceptional weather. We have made our annual Summering an anxious study for some weeks, and have, after many repulses, at length struggled successfully with our valises—thanks principally to the cool mornings of this July. And so, too, I come back to my theme in repeating that we have good cause to envy your proximity to an abundant choice of Summer resorts, sea, mountain, or Canadian frontier. We, alas, are three days from the Atlantic and three days from the "Rockys." We have, therefore, but one choice; we give our feet a final scrape on the domestic door-step and jump aboard the first train which heads for the North. Where we may land may as well be left an open question, since the continent is wide and long, especially northward.

The gradual development of our local resources in coal is beginning to show its effects everywhere among us, for I must remind you that the State of Illinois is substantially one vast coal-bed, and that we are beginning to dig it up and use it in ever-growing quantities. Fifteen years ago we were all still burning wood in our Illinois towns, and they were fresh and unsmirched by smoke or cinders. But we got a scare at the idea that we were cutting down all our forests, and planted trees spasmodically for several years; and, finally, our surplus capital discovered it could dig fuel out from under our level prairies cheaper than it could be cut and hauled from the distant woods; and now, within the last five years, we have grown enthusiastic on the subject of manufactures, and are actually building and, what is better, profitably working iron-mills, &c. In the light of political economy this is all most laudable and admirable; but it brings upon our towns the blight of coal-smoke and fugilacious smells of sulphur. Formerly, too, you saw along our railroad stations great rows of cord-wood, which an imprisoned horse on an endless-chain sawing-machine was dividing into proper lengths for the locomotive. Coal-sheds and coal-piles have usurped the place of the cord-wood; the old blind horse is bleaching his bones on the prairie; and with the veerings of the train, stifling clouds of coal-smoke fill the cars, and a little hurricane of ashes and cinders rasps your eyes and peppers your clothes.

As we are traveling over an old and well-worn route, I cannot promise you either fresh or sensational items. Nevertheless, I hold that a newspaper is somewhat like a kaleidoscope—the same bits of color shaken up sometimes give us a new picture of interest. It is, of course, hot and dusty on the cars—as where is it not in July? Nevertheless, I forget both heat and dust in listening to the frettings and grumblings made over these infinitesimal miseries of life by the intelligent lady behind us. She is intelligent, traveled, in good health, in good clothes, with an attentive husband, and a promising boy, and plenty of money to go summering with—in short, with everything but a vote; and yet—shades of starving seamstresses and lonely spinsters and prison-bound factory-girls, ye, were happy in your day beside this well-to-do matron, who fumes and gasps and frets and oh dears, and gets up and turns her seat, and invades those of all her neighbors in succession. All her clothes and experience and filial ties and worldly comforts have not taught her enough patience and philosophy to endure for a few hours a few more degrees of Fahrenheit or a few more specks of cinders. I don't know whether the public patience of the car could have long endured the lady had she not happily found a foil in the enterprising baby. The item of humanity, its clothes picturesquely illuminated with dust, and water from its drinking-cup, was forever permitted to escape from the arms of its doting and indulgent mother, and to run full tilt toward the open door and gaping platform of the train, only to be caught again and again, and hauled back by its gossamer skirts, when within a few inches of being ground to powder. Perhaps it was pure selfishness that caused my own attention to be riveted to still another character—the tall and stalwart young brakeman, of say twenty-three, evidently in the flush of youth and romance, who between each tightening up of the brakes at the stations, went back, planted himself comfortably in a cushioned seat, and buried himself in a sensational novel with highly-colored frontispiece, and who thus for five minutes would follow his heroine into dangers and dungeons, until the reiterated shrieks of the whistle would make him bounce from his cushions and wind up his brakes, as if he already saw a colliding locomotive coming through the front car. It was a sight to take away one's breath—but, *que voulez vous!* We must sacrifice something to the diffusion of literature.

Less exciting, but more profitable, I admit, would be the study of the landscape through which we are passing. We are here at Springfield, Ill., in what is peculiarly the great central maize or corn region of the whole country. Corn and hay—these are our reliable and profitable agricultural staples, to which for a hundred miles in every direction, east, west, north, and south, our farmers always return as to the ark of their safety, after tentative but fruitless experiments with wheat, other small grains, fruits, vegetables, beets for sugar, &c. Everything grows, of course; there is not an equal body of land under the sun where as varied and extensive and useful a combination of products live and thrive. But corn and hay—changed into beef and pork—are, and to-day remain, the staples for export, and all else is subordinate, accessory, and local. Grass grows elsewhere, but only here *Monanim* is king, perpetually enthroned on the twelve-inch average depth of black, pasty, vegetable mold which covers our prairies. It is this fact that largely gives character to our agriculture, large fields, careless cultivation, temporary improvements, speculative experiments. It is this fact, too, which delivers us bound hand and foot to our iron masters, the railroads, who still insist on charging us two to three bushels for carrying one to market. But, by and by, as mouths increase and fertile acres diminish, our weakness will be turned into strength, especially when we shall have learned to make our own iron and wooden nutmegs, to which we are rapidly turning our attention, since we can't get rich raising corn at twenty cents per bushel. We have in inexhaustible store the two primary necessities of life of modern communities—corn and coal. We think the rest of the country is vitally interested in helping us solve the transportation problem—or more radically stated, the control of railroads by the people. But whether they think so or not, one thing is certain, we can afford to wait. When, if ever, the years of the lean kine come, Canaan must buy corn in Egypt.

So we muse as we are carried rapidly northward over the land of the prairies—dead-level prairies in Sangamon, undulating prairies which drift away in grand, wave-like sweeps and stretches in McLean, surging up sometimes many miles from crest to crest. But whether dead-level or undulating, whether by hill or stream, on and over all these miles upon miles of prairie-land stand everywhere the tasseled ranks, and wave the green and gleaming sword-blades of King *Monanim*.

It was noon when we started, and while we have been musing, or fretting with the intelligent lady, or frolicking at breakfast with the enterprising baby, or reading blood and thunder with the literary brakeman, it is now early night. By and by we are met by long processions of gas-lights, which seem to have lost their way out on the prairie. Then we dash through a ricketty and scattered suburb, and, before we know it, our locomotive shrieks with fright at being tangled up in a maze of lumber-piles. Then we cross a bridge or two, and—whew!—a smell ascends to our nostrils, which, when once definitely experienced and located, stands ever after as a tangible, recognizable thing and fact. There is no mistaking it—it is the genuine bouquet de Chicago—little need to have the signature lithographed or the name blown in the glass bottle. Soundings or astronomical observations would be equally useless. We sink back into our seat with the unerring knowledge that we are in that paradise of real estate and matrimony, the unfortunate but irrepressible Phenix of the West.

THE NATIONAL CAPITAL.

NEW LIFE-SAVING STATIONS—RAILROAD CAR LOCKS—MISCELLANEOUS TOPICS.

WASHINGTON, July 29.—Capts. Faunce and Merryman, of the Revenue Marine Service, and S. F. Kimball, chief of that bureau, the commission appointed to inquire as to at what points new life-saving stations shall be established, leave here next week for a tour of inspection on the lakes, to determine as to what points there such stations shall be located. They have completed their examination of the entire Atlantic coast, and the report thereon is now being prepared.

Assistant Secretary of the Treasury Sawyer, who has been investigating the question as to which are the best locks to be used by the department on railroad cars containing goods in bond, has finished the inquiry and reported to Secretary Richardson. The two locks selected as most secure are that presented by the American Seal Lock Company and the Johnson rotary lock. These are considered as of equal merit; but as the department does not desire to have different kinds of locks, one of these patents will be selected by Secretary Richardson and the contract will be awarded to the successful competitor on Saturday.

The appearance of a female lawyer of this city, Bella A. Lockwood, in a justice's court, to-day, arguing against two lawyers of the other sex, in an ejectment case, drew a large and interested crowd of auditors. This is the first event of the kind in Washington.

The United States steamer Gettysburg, fourth class, having been thoroughly repaired at Washington Navy-yard, will be ready to launch in a few weeks, and placed in commission.

The several departments are much embarrassed by the inconvenience arising from the abolition of the franking privilege. Frequent applications are made by private parties living at a distance from Washington, for official publications, but who fail to send the money or stamps to prepay the postage. In view of this fact the Treasury Department has prepared a circular, stating this must be done to insure attention. Packages of official matter may be sent by mail without limit as to weight, but when the postage largely exceeds the sum charged by an express company for the same service, officers may, in their discretion, send them by express or other transportation company.

The Light House Board has given notice that on and after Aug. 20 a fixed white light will be shown from the tower recently erected on Cape Foulweather, Yagnina Head, Oregon.

The Secretary of State has transmitted to the Secretary of the Treasury a copy of the report of a committee of the Privy Council of Canada in regard to the regulations to be mutually agreed upon between the two Governments, under article 30 of the Treaty of Washington, concerning the transit of goods through the United States and Canada. The report suggests several important modifications of existing Treasury regulations, in order to facilitate the purposes of the treaty. It is not doubted that a satisfactory arrangement will be made.

For some weeks past a correspondence has been going on between the Post-office Department here and that of Great Britain, with a view to establish an exchange of postal cards at a low rate of postage; but the British authorities have finally declined the proposition, on the ground that they are opposed to any lower rate of postage than that now paid on letters. The proposition of the United States was to have an exchange of postal cards by the addition of one cent postage, the same as we now have with Canada.

A board of officers of the Corps of Engineers, consisting of Cols. Barnard and Newton, Majors Gillmore, Warren, Craighill, and Weitzel, and Capt. Howell, is now in session in New-York considering the plan submitted by Capt. Howell for a ship canal to connect the Mississippi River with the Gulf of Mexico in navigable waters thereof, made in compliance with a resolution of the House of Representatives in March, 1871.

Rear Admiral Pennock has sent a letter to the Navy Department, dated Flag-ship Saranac, off Esquimalt, Vancouver's Island, July 14, reporting his arrival at that place on the 12th inst., after a boisterous passage of seven and a half days from San Francisco. He found at anchor her Majesty's steamers Tenedos, Myrmidon, Reindeer, and Boxer. The usual salutes were fired and courtesies extended. He intended to leave for Sitka by the inland passage, stopping at intermediate stations.

The United States steamer Shawmut arrived at the Washington Navy-yard yesterday, from Hampton Roads, for repairs. Secretary Robeson visited Baltimore to-day on private business. A general order from the War Department to-day requires, when packages of military supplies are opened for the first time after coming into possession of an officer of the army, that he or some other commissioned officer shall be present at the opening, and shall verify the contents by actual weight, count or measurement, as the case may require, and make a written report to the post commander as to quantity, quality, and condition of the articles so inspected. If the officer accountable for the property be present and make the report, he will secure the attendance of one or more civilians or enlisted men to make the affidavits required by law in cases of deficiency and damage.

THE LIBERAL REPUBLICANS.

CONVENTION OF THE LIBERALS AT COLUMBUS—AN ALLIANCE WITH THE DEMOCRATS THE ONLY HOPE.

COLUMBUS, Ohio, July 29.—The indications are that the Liberal and Allen County Convention, which meets to-morrow, will not be so large as was anticipated. Up to this time, representatives of thirty-two counties have arrived.

The Liberal Republicans held a caucus to-night. Most of the evening was spent in an interchange of opinion as to the prospects for success in this new party movement, and while all the speakers hoped for success, several of the most prominent among them declared they did not expect success this year, but were willing to wait for the future.

A resolution indorsing the Liberal State Executive Committee in changing the time of the Liberal Convention from the time first selected was, after a long discussion, laid on the table. A number of speakers argued that the time had come when the Liberal Republican Party, as a distinct organization, should be abandoned, and the following resolution was finally adopted:

Resolved, That we heartily join with the Democrats of Allen County, and all others who choose to participate in the formation of a new party to deal with living issues, and unite with them in the adoption of a platform and the nomination of a ticket.

Col. Lowe, of Dayton, in the course of remarks favoring this new party movement, said that he was fully satisfied, from personal knowledge, that Senator Thurman was at heart in favor of this new party, but did not openly say so, because he felt he was powerless to bring up the masses of the Democratic Party to its support. Col. Lowe said he hoped some high-minded Democrat would be chosen to head the ticket to be nominated to-morrow. This sentiment was heartily applauded.

The indications are that either Chilton A. White, of Brown County, or Judge Collins, of Cincinnati, both Democrats, will be nominated for Governor.

THE SALARIES OF POSTMASTERS.

THE QUESTION TO COME BEFORE THE COURT OF CLAIMS.

WASHINGTON, July 29.—The question of salaries of postmasters will come before the Court of Claims at its Fall session. A large number of postmasters holding minor offices, the appointments to which are not Presidential, being made by the Postmaster General alone, without requiring confirmation by the Senate, are sending statements of their affairs to a business firm in this city, and claiming an increase of salary. The revised and consolidated post-office statutes approved June 8, 1872, provide the salaries of postmasters shall be readjusted by the Postmaster General once in two years, and in special cases as much oftener as he may deem expedient, and in cases of an extraordinary increase or decrease in business the Postmaster General may adjust the salary of any postmaster, to take effect from the first day of the quarter or period the returns for which form the basis of readjustment. The representatives of the claimants have had several interviews with the Postmaster General, but were unsuccessful in the effort to serve their clients. The department takes the ground that although the law requires salaries to be readjusted once in two years, the two years from the date of the revised and amended law will not expire until the 8th of June, 1874, but in special cases the department will act promptly, as the law requires, in cases of extraordinary increase or decrease in business. The department, however, has declined to increase salaries retroactively, considering that to do so would be contrary to the letter and spirit of the statute. Thus failing in their efforts for a general readjustment of salaries, the complaining postmasters will appeal to the Court of Claims. A number of claims have already been filed there, to be followed by many others. It is supposed the aggregate sum claimed will be at least half a million of dollars.

THE WEATHER.

SYNOPSIS AND PROBABILITIES.

WASHINGTON, July 30—1 A. M.—The barometer has fallen slightly since Monday night on the South Atlantic coast, and more decidedly on the Middle and East Atlantic coasts; it has risen over the lake regions and the Ohio Valley; the temperature has risen in the North-west and to a less extent elsewhere; numerous local storms have prevailed in the Southern States, and rain has fallen at nearly all stations in the Middle and Eastern States; south-west winds and calms, with partly cloudy or clear weather are now reported from the Ohio and Missouri Valleys and the Southern States and South-west; fresh southerly winds, with cloud and rain, continue on the New-England coast.

PROBABILITIES.

On Wednesday, for the Eastern Gulf and South Atlantic coasts, south-westerly winds and numerous local storms.

For the interior of the Gulf States, the Ohio Valley, and the Middle Atlantic States partly cloudy or clear weather, higher temperature, westerly winds, and possibly occasional small local storms.

For the lower lakes, north-west veering to north-east winds, partly cloudy and clear weather.

For the Middle and Eastern States, south-westerly winds, cloudy, followed by clearing weather, and somewhat higher temperature.

IN THE CITY.

The following record will show the changes in the temperature yesterday, with the average for the same, as indicated by the thermometer at Dickinson's drug-store, No. 3 Park-row: 3 A. M., 75°; 6 A. M., 75°; 9 A. M., 78½°; 12 M., 83½°; 3 P. M., 86½°; 6 P. M., 76°; 9 P. M., 73½°; 12 P. M., 74°. Average temperature yesterday, 77¾°.

COLLISION BETWEEN PASSENGER TRAINS—SEVERAL PASSENGERS INJURED.

BUFFALO, N. Y., July 29.—The Niagara Falls train of the Erie Railway came into collision with a passenger train on the Buffalo, New-York and Philadelphia Railroad about 7 o'clock this evening, at Clinton-street crossing, about two miles out of the city. Two persons, Mrs. Dooley, of Elmira, and Mrs. Pierce, of Buffalo, are supposed to be fatally injured. Some ten or twelve others were injured, but not seriously. The escape from death of the passengers on the Buffalo, New-York and Philadelphia train was miraculous. The Erie train struck the rear end of the hind passenger coach of the other train, knocking the end off and throwing the car off the track. The injuries to the passengers were caused by the rolling over of the car. Each road throws the blame of the accident on the other. An investigation by the authorities here only can determine where the fault lies. Most of the injured passengers proceeded with the train. Those seriously hurt were brought to Buffalo, and received medical aid.

THE CHOLERA.

MEMPHIS, July 29.—The Union City, (Tenn.,) *Courier*, of the 25th inst., reports that there were twenty-nine deaths from cholera, during the week, in that village and immediate vicinity.

DUBLIN, Va., July 29.—Private advices received here from Jonesborough, Tenn., state that the cholera has appeared there in a virulent form.

LOUISVILLE, Ky., July 29.—There was only one death from cholera to-day.

CHICAGO, July 29.—The Health Officer reports to the Board of Health, to-day, that the total number of deaths during the past week was 352, being a decrease of 71 as compared with the number of deaths last week. Of the deaths 114 were from cholera infantum and seven from cholera morbus.

AUCTION SALE OF CHINESE WOMEN.

SAN FRANCISCO, July 29.—Twenty-two Chinese females, brought by the steamer yesterday from Hong Kong, were sold at public auction to-day in the Chinese quarters. Young girls brought as high as $450 each, and middle-aged and old women from $200 to $100 each.

WASHINGTON.

POSTAL QUESTIONS.

THE STAMP APPROPRIATION TO BE CONSIDERED A MONEY APPROPRIATION—EFFECTS OF THIS CONSTRUCTION OF THE LAW.

Special Dispatch to the New-York Times.

WASHINGTON, July 29.—The Secretary of the Treasury, to-day, by official circular, declared the principle that the stamp appropriation is to be considered strictly as a money appropriation, and the Post-office Department as a private person in competition for the business of the Treasury with ordinary common carriers. The circular directs all officers in the department, in their discretion, to employ the express companies, or other means of transportation, for all packages weighing more than four pounds, as express charges are lower than postage upon packages which weigh more than four pounds. If the appropriation is to be regarded as a cash appropriation, it is manifest that the use of the express is an economy. This is the first published departmental order since the abolition of the franking privilege which gives the allowance for postage the character of a cash appropriation. It is a construction of the law or of the appropriation which is evidently in conflict with the theory advanced in Congress that the cost to the Government of the departmental postage would only be the expense of printing the stamps. The other departments have decided to regard their appropriation as Mr. Richardson does. The Postmaster General replies to this construction by the statement that the rate of postage on packages weighing more than four pounds should be reduced one-half, inasmuch as the existing law was enacted under a different order of things. There are those, however, who claim that there is no warrant in the Postal law for admitting to the mails any matter weighing more than four pounds. It may be said, regarding the use of the express by the Treasury, that the express has long been used for bulky articles, irrespective of the franking privilege. Secretary Richardson also states that persons applying for public documents must send their own stamps. This comprehends even the debt statement.

THE GOVERNMENT OF THE DISTRICT OF COLUMBIA.

Referring to the rumor that Congress may abolish the present District Government here and establish a commission, the *Evening Star* says: "It is well known that large numbers of our citizens, including members of the District Government, have long held that as Congress has exclusive jurisdiction over this District, they should exercise it, and that the District could be much more effectively and cheaply governed by a commission than in any other way. That this will be brought about some day we have no doubt. But whatever the future form of government for the district, there can be no doubt, we believe, that the present Government will be heartily glad to be relieved of the arduous labors and responsibilities of their position at the earliest possible moment. They are not office-seekers or drones, who are unable to exist out of place, but capable business men who have, at the sacrifice of money and health, given their time, brains and energies to the thankless task of pulling the city out of the slough of despond. That work done, they will gladly relinquish office to those for whom it has more charms."

THE GOVERNMENT SURVEY OF NEBRASKA.

The report that the Government survey in Nebraska has been discontinued has doubtless risen from the fact that, pending the adjustment of the title to the Sioux Reservation in that State, the surveyors could not proceed. The Indians under the Sherman-Augur Treaty of 1868 claim the title to a large tract in Nebraska a portion of which has been surveyed. The matter is still unadjusted. The survey of the northern boundary of Nebraska has not yet been undertaken, as it is deemed unadvisable to send surveyors through the Sioux country without escort, and the department commander has not at present sufficient troops at his command for that purpose. A survey of some lands in Montana has been discontinued because the Indians also claim a reservation title.

AN ASSEMBLAGE OF SAVANTS AT PEAK'S ISLAND.

Private advices from Peak's Island, off the coast of Maine, where Prof. Baird has established the head-quarters of the United States Fish Commission, state that that island has become a centre for all classes of scientific men. It is stated that the most eminent scientists of the country are assembling there, and that the scientific operations are of the most elaborate character. A large house has been fitted up on the island for a laboratory, with every convenience for preserving, assorting, and describing the specimens collected. Photographs are taken, drawings made and colored from the living objects. Prof. Verrill, of Yale College, is in charge of all the scientific work, with professors and students from half a dozen other museums and colleges. Dr. Holder, of the Central Park, is also there filling his jars.

MR. F. A. SAWYER AND THE KUKLUX PRISONERS.

The report has gone out that Mr. Frederick A. Sawyer, Assistant Secretary of the Treasury, has been active in attempting to obtain an order to abandon suits under the Kuklux indictments in South Carolina, and to pardon the prisoners. The only connection Mr. Sawyer has had with the matter was to introduce to the Attorney General the South Carolina delegation.

GOLD DEPOSITS IN NATIONAL BANKS.

John Jay Knox, Controller of the Currency, referring to the discussions in financial circles of the alleged custom of national banks to report hypothecated specie as actual gold deposits, states that, in any authenticated case of such a custom he should deem it his official duty to hold the bank officials to an account for false statement. He does not believe, however, that any considerable amount of the specie reported as actual deposits is simply composed of special deposits, not subject to the condition of distribution as assets in case of bankruptcy, as are others. He thinks that the gold deposits are as regular as any others, and that they are subject to like conditions and contingencies.

THE CASE OF THE VIRGINIUS.

It is now generally believed in official circles that our Government will take no action with regard to the Virginius. The opinion is expressed that the action of Consul Thorrington was entirely regular upon its face.

SEIZED BAGGAGE TO BE RELEASED.

The Secretary of the Treasury has informed the Collector of Customs at New-York that the baggage of J. Ulrich, recently seized for alleged violation of the Customs law, must be surrendered upon the payment of the proper duties. The ruling is that there was no ground for seizure, inasmuch as there was no sworn entry upon which dutiable articles were omitted by the claimant.

SEAL LOCKS.

The question of the adoption of a seal lock for inland Customs use is postponed until Saturday. The choice lies between the American seal lock and the rotary lock.

GREAT EXPRESS ROBBERIES.

OUTLAWS OF THE WEST.

THE GREAT BURGLARS AND HIGHWAY ROBBERS OF THE PAST—A SUGGESTIVE RECORD OF DARING CRIME.

The details of a daring express robbery in the West were flashed throughout the country only a few days ago. A party of disguised outlaws displaced a rail at a lonely point on the Chicago and Rock Island Railroad as the evening express-train from Council Bluffs was approaching, and, as soon as the train came within range, discharged a volley of bullets at the officers. Their object was plunder, and to accomplish it they perpetrated a ruffianly outrage, which might have resulted in a terrible death to scores of innocent travelers, though by a mere chance it happened that only one life was lost. The engineer, whose prompt action saved the lives of his passengers, lost his own, and for a wonder John Rafferty was the only victim. That such a crime could have been committed in the present year on such a beaten route, is ample cause for the indignation it must have created in the mind of any one possessing the slightest knowledge of the place. Between Chicago and Omaha, hundreds of people travel on the Rock Island Road by every train, and one would as soon expect a similar attack anywhere within 100 miles of New-York. Omaha, though recently stirred up by the presence of a few disorderly characters, has been for years a very quiet place, and Council Bluffs, on the east side of the Missouri River, spreading out beneath the shadow of the jutting bluffs on which the Indians held their councils in the past, has had slight use for its deserted calaboose of late. The news of the attack must have been to those places even more of a surprise than it has been to people in the East, who are in the habit of hearing exaggerated and absurd accounts of doings in those places and in all western "cities" equally removed from the great commercial centres. Its success shows how unexpected it was, and the facts concerning its commission indicate the existence still of bands of ruffians organized for purposes of plunder. It was hoped, before the commission of this last outrage, that those gangs had become a thing of the past; but though such robberies have happily been very rare lately, it is quite evident that the spirit of the desperado is not yet dead in the West and South-west.

Looking back for a few years one is fairly astounded at the immense sums lost by the great express companies of the country through highway robberies of this character. The amount would reach several millions, though the greater portion of it has been recovered, and the robbers have almost invariably been amply punished. In June, 1871, the Southern express-car on the Mobile and Ohio Railroad, was robbed of its safe and its contents, amounting to upward of $12,000, by a gang of negro desperadoes, some of whom afterward confessed their guilt and returned part of the plunder. On that occasion the car was entered while the messenger was asleep, and the safe thrown out while the train was in motion. During the month of August of the same year, several attacks were made on the stage routes of California, and some passengers were killed and others wounded, while thousands of dollars were carried off. In November, 1870, the Central Pacific Express-car was taken possession of by masked bandits at Verdi, a small station near Reno, Nevada. The band numbered about a dozen. They detached the express-car from the main train, locked up the fireman, express and mail messengers in the mail-room, and robbed the safes of upward of $40,000. One of the outlaws named A. W. Newby, was captured about a month after, and made a confession. He had been concerned in other robberies too, and he coolly told how he and others had, on one occasion, purchased a quartz-mill which was to be run on the proceeds of their robberies. One of the gang, who was a little involved, filed his petition in bankruptcy before engaging in this enterprise, so that his creditors should not share in his prospective profits. In August, 1869, the Pacific express-car, on the New-York Central Railroad, was seized by three highwaymen, who got on board at Fonda, and bound and gagged the messenger and baggage agent, and robbed the safes, carrying away a large sum. But these were only a few of the principal ones. Yet they almost all show that the thieves succeeded in surprising the express officials, or caught them napping, and so stole a march on them. Though the thieves were generally detected and punished, and most of the plundered property recovered, the express companies still appear to have permitted the lessons thus learned to pass by without taking special care to provide against a repetition of such occurrences.

In the Summer of 1868 was enacted a tragedy, in connection with express robberies, not soon to be forgotten. The car of Adams' Express Company was robbed, on the night of May 22, of three safes on the Jeffersonville Railroad, near Seymour, Ind. While the train was "wooding up," twenty miles below Seymour, the gang of robbers seized the engine, disconnected the express-car from the train, and started off toward Seymour. They disabled the messenger and threw him out, and, after completing their designs, abandoned the car a little way from Seymour, escaping undetected. On the morning of the 10th July following, a similar attempt was made to rob another car of the Adams Company in the same vicinity; but the robbers were driven off, leaving Val. Elliott, one of their number, behind, badly wounded. Elliott had been a brakeman on the Ohio and Mississippi road formerly. Two others, named Phil. Clifton and Charles Roseberry, were arrested soon after. They were given in charge to a strong guard, about ten days afterward, to be sent to Brownstown jail, but the train, on which were the prisoners, was stopped by a mob from Seymour and the vicinity, the guard was overpowered, and the robbers were hanged. The notorious Reno family were connected with both of those robberries, and the amount carried off on the first one was $96,000. In April, 1868, a man named J. C. Engley, of Providence, plotted with extraordinary care for the commission of a robbery of the Merchants' Union Express. A bogus package was to be forwarded and abstracted by himself and friends. The amount was to have been represented as $300,000, and the company was to be made pay that little sum. But Engley and an associate named Dean were discovered, and sent to the Penitentiary for their pains. When Engley made his confession, as he did after finding that no chance of escape remained to him, he said he had studied books telling of robberies and had taken months to complete his arrangements; but after all he failed.

A heavy robbery was committed on the New-Haven Railroad on the 6th January, 1866. Adams' Express Company lost on that occasion over half a million dollars. The highwaymen were supposed to have effected an entrance to the car containing the treasure, in New-York. This was an iron car, and the only one of the kind on the road. It contained on this night three small safes, one of which belonged to the Harnden Express Company. This was not touched, while the contents of the others were scattered all over the car; and, strangely enough, $140,000 in bills and bonds escaped the notice of the robbers. On this trip the messenger neglected to make the proper examinations of the car at one or two of the stations. Augustus Tristram and Thomas Clarke were arrested for participation in the robbery soon after. Tristram pleaded guilty, and was sent for a short term to the Connecticut State Prison, and Clarke was convicted after a long trial.

During the last years of the war, great complaints were made by the auditors of delays and losses on the various express routes. But the companies were not to blame for more than placing too much trust in their employes. A number of their servants were then detected in appropriating valuable packages intrusted to them for delivery. But at that time money was plentiful and little valued, and equal importance was not attached to such thefts as at the present time. Many found it easy to reason their consciences to silence in those exciting times; often, by a curious course of argument, they assumed, to begin with, that money was not of much worth anywhere, and if the soldier at the front had it he would not find it of any service, and at last they concluded that he could not need it at all, as in a short time he was pretty certain to die. It naturally followed that they might as well have it as the person for whom it was intended, if by its possession they could the better entertain themselves for a time. Some found time for a revision and correction of this reasoning in prison cells, and it is to be hoped they altered their rules of life thenceforward.

Toward the end of the year 1871, a most dangerous gang of thieves and cut-throats, among the worst that ever infested the South-western country, was captured and effectually broken up, after a heavy robbery of the Southern express. Three men in disguise invaded the train of the Mobile and Ohio Railroad at Moscow, Ky., on the 21st of July, 1871. After overpowering the messenger, the ruffians forced the safes, took all the money and escaped. In the middle of the following October, the up-train on the same road was again entered at Union Station, Tenn. Two of the outlaws stood guard over the engineer while their confederates detached the treasure-car from the train and ran off with it. A determined search was made for the robbers, and at last, when two of them were tracked to their cover it was found necessary to fire the house in which they had concealed themselves before they could be got to surrender. When arrested they were discovered to be the notorious Farringtons, who had perpetrated numerous robberies throughout the country. The two brothers, Levi and Hilliard, had kept little country stores in Tennessee, and pretended not to know each other while engaged in their pillaging enterprises.

On the way to Union City, Hilliard endeavored to escape, and was drowned in the attempt, and Levi was safely lodged at Union City. Soon after his capture, a strange man was noticed sauntering suspiciously about the place of his confinement. A policeman who noticed the movements of the stranger approached him, and he ran off. The officer followed, and gained on him. The runaway, finding his chances of escape growing less, turned suddenly, fired on his pursuer, and killed him. Another officer, seeing what happened, took up the chase, fired in turn at the fugitive, and wounded him in the leg. His capture followed in consequence. The pistol found upon him was similar in every way to one taken from Levi Farrington at the time of his arrest. His name, it was ascertained, was D. T. Toler, and he was a pupil and associate of the Farringtons. Toler was placed in the same cell with Levi, and left in charge of a guard for the night. After midnight a crowd of men, with masked and blackened faces, overpowered the guard set to watch the outlaws, broke into the cells where the robbers were sleeping. On that night the two ruffians who had defied the community for a long time awoke to find themselves face to face with their executioners. Levi Farrington was shot in the bed where he had just been sleeping, and Toler, who had murdered a policeman much respected in the town, had so roused the wrath of the lynchers that they took him about half a mile outside of the place and strung him up to a tree. Levi Farrington was known to have murdered four men in different States, and was reported to have killed two others in quarrels. He had traveled under the alias of Edward H. Russell, and his brother as John Henry Clarke.

These are but a few of the outrages which occur from time to time on the great railroad lines of the country. Hundreds of minor cases could be mentioned, besides many other large ones. But even those few show that organized attacks occur periodically, though perhaps less frequently now than half a score years ago. The robbers are scarcely ever repulsed, and have been occasionally aided by the negligence of messengers. Some of the robbers have had a prior connection with the roads plundered, and thus obtained a knowledge of the working of the road, of material aid to them in the execution of their plans. Many others have been ex-convicts who were known too well to the police of the cities where they had previously operated to find in those a field for the further pursuance of their villanies. The robberies of the stage routes, too, have generally been attended with fatal consequences. It seems strange that such immense loads of treasure as are intrusted to the different carrying companies should be forwarded on long routes without an armed guard. The people have to pay generally an increased tariff for the losses of the companies by the thefts to which they are subject, and yet no additional precaution is taken to lessen the evil. The community is left to fight the matter out with the thieves. It is gratifying to find that wherever a gang is discovered they are at once made to shift their quarters, the people uniting, often with remarkable effect, to rid the place of their presence. They have, therefore, under the watchfulness of a universal police, to lead a roving life, and pay attention to the mandate ever addressed to them, "Move on."

EMIGRATION COMMISSIONERS.

YESTERDAY'S PROCEEDINGS—SENDING BACK EMIGRANTS—THE MEAT CONTRACT.

A meeting of the Commissioners of Emigration was held yesterday afternoon, at Castle Garden, Commissioner Starr presiding. The Finance Committee, through Commissioner Kauffman, reported that the bills to be paid were as follows: For Castle Garden, $3,859 63; Ward's Island, $7,650 71, and for the other institutions, $18,631 94. Commissioner Stephenson said that, yesterday, in company with Commissioner Starr, he visited Ward's Island, and there a case was presented to their notice on which prompt action by the board was necessary. During the week the Superintendent of the boys' department, Joseph J. Hearne, had severely punished a boy. Upon examining the boy it was found that there were several black and blue marks over his shoulders, and his head was almost eaten away by vermin. He at once suspended the Superintendent, and now moved that he be removed from his position. Commissioner Starr said that the boy was most inhumanly treated, and there were two other charges against the Superintendent, any one of which would justify his removal. Commissioner Lynch protested against the removal of the Superintendent, stating that there were only five members present, and six constituted a quorum. Commissioner Kauffman rose to a point of order, and said that when the article of the by-laws was passed, it said that the board fixed a quorum at five, and he could not see how the word six had crept into the printed copy. He was sure that five members constituted a quorum. The President said that the point of order was well taken, and ruled that there was a quorum present. Commissioner Lynch protested, and desired that his objection be recorded on the minutes. Commissioner Stephenson said that he was not anxious to press the motion, but would leave it until the next meeting. He wished the suspension to be confirmed, and it was so ordered. Commissioner Lynch said that Hearne had been there two years, and was a kind-hearted man. Commissioner Stephenson replied that the boy was ill-treated, and as the Superintendent had charge of only twenty-eight boys he ought to be able to manage them well.

The President of the Roumania Society presented a letter to the board, which was read by Commissioner Stephenson, asking that the board take charge of five poor Roumanian emigrants, and send them back home. They were orthodox Jews, and could not exist on the food prepared at Ward's Island, and if the Commissioners would attend to them he would see that the emigration was stopped in Roumania. Commissioner Stephenson moved that the application be granted. Commissioner Lynch seconded the motion, and said that some time ago a resolution was passed by the board ordering that a kitchen be prepared at Ward's Island where such people could cook for themselves. The motion was then adopted that they be sent back at the expense of the department. Commissioner Kauffman expressed his regret that the American Consul in Roumania had not stopped the emigration at the first, and he ought to be censured for inducing people to emigrate to this country. He would investigate the matter and call the attention of the State Department to it.

A communication was read from the Superintendent of Ward's Island, stating that he wished to employ more men to do work there. He had asked for some convalescent patients from Dr. Hallock, and that gentleman had refused, and during a conversation with him grossly insulted him. The matter was referred to the Ward's Island Committee. Commissioner Lynch said that about six weeks ago notice was given to Mr. Irving, the butcher who supplies Ward's Island with meat, that his contract would be annulled in thirty days. Since then he had learned that recently one Commissioner had given the supply order to another butcher, and he now moved that the Secretary be ordered to advertise for proposals. Commissioner Stephenson said that, as there was a misunderstanding with Mr. Irving, he had got another butcher to supply the meat, at the same prices—beef eight cents, mutton nine cents, per pound—until a new contract was made. The motion to advertise was adopted, after which the board adjourned.

THE WOODEN PAVEMENTS.

In reference to the notice in yesterday's TIMES, as to the appropriation for the repairs of pavements, Commissioner Van Nort has forwarded to the Mayor the following communication:

DEPARTMENT OF PUBLIC WORKS, COMMISSIONER'S OFFICE. Room No. 19 City Hall, NEW-YORK, July 29, 1873.

Hon. Wm. F. Havemeyer, Mayor of the City of New-York:

SIR: In THE TIMES of this morning there is inserted what purports to be an answer to my statement in regard to the appropriation for wooden pavements. This answer contains the following: "It is stated that a responsible contractor has made a minute examination of the streets of the City, and that in a communication to the Mayor he has offered under proper security to make all the necessary repairs upon the wooden, stone and concrete pavements of the City for $124,000."

The first information I received as to the action taken and proposal made by this responsible contractor, was upon reading the above statement. It is somewhat out of the ordinary course for a responsible contractor to incur the expense of a minute examination of the streets of the City, and to submit, not to the department having charge of the execution of the work, but to your Honor, a proposal, with proper security, to perform all the repairs required on the pavements for a certain specified sum. Still, with the form of the proceeding I take no exception. It is sufficient for me to know that the sum here named for the execution of the work—$124,000—is so far below all the estimates I have hitherto obtained on this subject that I feel I would be remiss in my duty did I fail to at once take advantage of the information so unexpectedly communicated, and to arrange, which I shall do without unnecessary delay, with the responsible contractor for his proceeding forthwith with the work.

With this view I shall be obliged by your forwarding to this department the communication received by you from the responsible contractor referred to, or a copy of the same. Very respectfully,

GEORGE M. VAN NORT, Commissioner of Public Works.

INGENIOUS DEVICES OF CRUELTY.

Western papers mention an unusual instance of cruelty perpetrated upon a boy fourteen years old, in Limer township, Marion County, Iowa, by two men named McKissick and Hart. The boy, who was living at McKissick's, was accused by the men of robbing the others. With pistols in their hands they fiercely threatened him with death if he did not confess. Failing to extort a confession, the raw-hide was mercilessly applied, at short intervals, till the evening, when he was taken to a well some ten feet deep, with about five feet of water in it, and, with a rope round his neck, he was lowered repeatedly head foremost into the water, until nearly drowned. The same night he was taken up-stairs in McKissick's house by McKissick and Hart, and there laid on his face on the floor, his feet bound with a rope passed over the rafters so as to draw his feet some twenty inches from the floor. His hands were bound behind him, and drawn up in the same way to about the same elevation, and his head lashed to a bed-post by a cord from his neck. In this condition he was left until 10 o'clock the next morning, when some neighbors discovered and released him from his position, more dead than alive. McKissic and Hart, who are both men of property, were arrested, and held to answer for assault with intent to inflict great bodily injury, and also served with notice in a civil suit for $5,000 damages.

THE TAX COMMITTEE.

THE ASSESSMENT-ROLLS STILL UNDER REVIEW—YESTERDAY'S PROCEEDINGS.

The Committee of the Board of Supervisors appointed to consider the complaints and investigate the tax-books of the Twelfth, Nineteenth, and Twenty-second Wards, resumed its session, in the chamber of the Board of Aldermen, yesterday, Supervisor Koch presiding. Supervisors McCafferty and Cooper were also in attendance.

John Sheehan, residing at Seventy-eighth-street and Third-avenue, stated that the valuation on his dwelling and adjoining house, which he also owns, was raised $4,000 this year over what it was in 1872, without any corresponding increase in the value of the property. He claimed a reduction to the estimate of last year.

Julius Bowman owns the house situate at No. 47 West Twenty-fourth-street. The valuation of the house is $12,000, while that of the adjoining houses, which are precisely similar in value, was only $8,000. In consequence of the slaughter-houses and the dumping-ground in the locality, the property had considerably depreciated, and he claimed a reduction in the valuation to $8,000.

C. C. Colliard claimed a reduction of $3,000 on his house in Forty-seventh-street, between Fifth and Sixth avenues. In 1871 the assessed valuation was $18,000, and the property had since depreciated to $15,000. He considered the increase disproportionate and unjust.

Frederica Rohr, of No. 1,431 Second-avenue, stated that in 1869 the valuation on her house was $6,500, and this year it was increased to $8,000. She claimed a proportionate reduction.

Mr. J. Loder, attorney for Mrs. E. P. Dickinson, of No. 48 West Fifty-sixth-street, claimed a reduction of $5,000 on the valuation of her property. Last year it was only $15,000, and this year it has been increased to $20,000.

Joseph L. Stantier, of No. 154 East Fifty-second-street, complained that the tax on his property last year had been increased from $3,500 to $4,500. He claimed a reduction to the original amount.

Daniel Ryan, of No. 130 East Fifty-first-street, asked that the valuation of his property be reduced from $5,500 to $5,000—the difference being the increase imposed last year.

Michael Fitzsimons, of Seventy-first-street, between First and Second avenues, complained that last year his property valuation was increased from $1,100 to $1,250. He purchased the lot four years ago and the assessments paid since then have been more than the original price of the lot.

John M. Bixby, of No. 461 Fifth-avenue, strongly protested against the increase put upon the valuation of his property. In 1871 his house was assessed at $40,000, in 1872 it was $70,000, and this year it was $75,000. If they continued this system much longer they might take his house altogether. The property was in a state of transition, and he averred that he could not now realize by $20,000 as much on it as he could in 1870. He could rent as good a house in an equally good locality in London for the taxes he pays on his dwelling, and he believed the result of this taxation would be to drive the people out of the City altogether. No one could now live here but the very rich or very poor.

Supervisor Koch expressed his belief in the truth of Mr. Bixby's observation.

Supervisor McCafferty—The very poor are very much more depressed than the rich. What we want is that the taxes all over the City be equalized.

Mr. Bixby said that he could not raise $50,000 on the first mortgage on his house, and he claimed that the valuation be reduced that amount.

Robert Burns appeared to represent the interest of the National Ice Company, situate in Fourth-avenue, from Forty-eighth to Forty-ninth-street. A railroad bridge was built near the property, and its value had become depreciated. In 1871 its assessed value was $19,000; in 1872 it was $32,000, and this year it was estimated at $40,000. He asked that the valuation be reduced to the last year's estimate. He also claimed a reduction on three lots in Seventy-seventh street, between First and Second avenues. Last year the valuation was only $900 on each, and this year, though there was no evidence of increased value, the valuation was $1,500.

Mrs. Mary Anne Daly owns a house in Seventy-second-street, between First-avenue and Avenue A, and the street has not yet been opened there. Last year the valuation was only $1,300, and this year it was $2,000.

Alderman McCafferty said it was a glaring outrage, and, if possible, they would see it rectified.

Supervisor Cooper drew the attention of the committee to a complaint which had been made to the Board of Supervisors, respecting the undervaluation of the property of Ham. V. Lindell, which is situated at the corner of Seventy-ninth-street and Third-avenue. The assessed valuation of the property was only $14,000, and it was well known that within the last year a sum of $100,000 had been refused for it.

Joseph King's house, No. 121 East Fortieth-street, was assessed this year at $25,000, which is $5,000 more than last year's valuation. He claimed a reduction of $5,000.

Cinthia Bunce owns the house No. 37 West Fifty-fourth-street. The assessed value last year was $10,000, and this year it has been laid at $15,000. A house on the opposite side of the street, of precisely the same size and style of building, is only estimated at $8,000, and another house adjoining, which is worth $20,000, is only assessed at $10,000. Judge Connolly owns a house equally as good in the same neighborhood, and the assessment is only $7,000. She demanded a very large reduction on the amount of the valuation.

The house of S. Allman, No. 1,005 Third-avenue, was estimated last year at $9,000, and this year it has been increased to $15,000. He claimed a reduction to the amount of last year's valuation.

William Richardson, of No. 35 Wall-street, owns six lots near Seventy-third-street and Fifth-avenue. In 1871 the assessed valuation was $43,000, in 1872 $63,000, and in 1873 it is $96,000. At the corner of Eighty-eighth-street and Fifth-avenue, one lot was assessed in 1871 at $8,000, in 1872 $15,000, and in the present year it is $25,000. Mr. Richardson is in partnership with Lambert Suydam, and they are the proprietors of several lots in Seventy-second and Seventy-third streets and Madison-avenue. Last year the assessments were $128,000, and this year they are $176,000. They also own lots in Seventy-second-street and Fifth-avenue, and while the valuation last year was only $45,000, this year it is $71,000. They demand a very large reduction, on the ground that the property is unimproved, and the estimates are excessive.

Martin Clear owns a lot on Eighty-fifth-street, between First-avenue and Avenue A. On that lot is built a worthless old farm-house, on which he is assessed $5,500, while on the adjoining lots, upon which are built new brick houses, the assessments are only $4,000. He protested against any assessment greater than $3,000.

Matthew Byrne, of No. 59 Park-avenue, is a wealthy builder and property-holder. In the Nineteenth and Twenty-first Wards he owns forty houses, and on these the assessment valuation this year was $114,000 over what it was last year. Mr. Byrne, in strong terms, denounced the present system of assessment, and attributed the injustices done to the incompetency of the tailors, shoe-makers, and broken-down politicians who have been appointed assessors. The assessment on his factory, he claimed, was upward of $20,000 more than what he was willing to sell it for. He protested against the unequal taxation, observing that while the great down-town buildings were obliged to pay only twenty per cent. in some instances, he had to pay as high as 110 per cent.

Mr. McCafferty coincided with the opinion expressed by Mr. Byrne, and the latter having again spoken against the assessment as excessive, the committee adjourned.

JOSEPH B. YOUNG'S CLAIMS.

A MANDAMUS ASKED FOR AGAINST CONTROLLER GREEN.

Yesterday afternoon Mr. J. J. Murphy appeared before Judge Pratt in the Supreme Court, Chambers, on behalf of Joseph B. Young, late Clerk of the Board of Supervisors, and appealed for an order on Controller Green (returnable next day) to show cause why a mandamus should not issue compelling him to pay $10,000 claims for services rendered in 1872 by subordinates of Mr. Young in the Controller's office, and which claims have been twice audited and allowed.

Mr. Dexter A. Hawkins, counsel for Mr. Green, filed the following reply: First, the respondent denies that the claims have been audited and allowed; second, that the charges are exorbitant for the services rendered; that it appears from the relator's petition that some of the parties to the claim are dead, and that there are others whose names are not given, but are described by relator as his assistants; fourth, that other parties have presented claims against the County for part of the compensation claimed by the relator; and fifth, that the relator is indebted in $55,000 to the County for money obtained without consideration through Woodward and others, as appears by the affidavits of Andrew J. Garvey and others, (produced,) and the examination made during five months by the Board of Supervisors.

Mr. Murphy, in reply, traversed the allegations of the respondent, and asked for time to prepare a written answer. He argued that the vouchers being allowed and filed was a matter of record, and that the auditing and appropriating of the money for the claims ought to be a final answer. Mr. Green, he insisted, was taking out of the hands of the Supervisors and Auditors the jurisdiction of those boards, but Mr. Green was not the party to audit. He has voted as a member of the Board of Auditors on those claims; it was too late to enter on the audit now. Counsel held in his hands the minutes of the Auditors and Supervisors, showing that the claims were audited and appropriated for. It was immaterial if the relator owed $55,000 to the City, provided the claims he pressed were due, and moreover, the claimants were poor people, subordinates in the Supervisors' office, who had been looking for their money since May last, but could not get it owing to the technical defense.

Mr. Hawkins said the Court might frame issues for a jury.

Judge Pratt said the respondent was not entitled to that on an application for an order to show cause.

Mr. Hawkins said it was certainly material if relator owed the Treasury $55,000, for the balance would be against him. Respondent wished to pay the parties entitled, and offered to pay the claim if the City was secured by the claims being assigned to the relator.

Mr. Murphy replied that the offer was made no doubt, but coupled with the proviso that the parties should take whatever the County Auditor allowed. As to the assignment of claims, they were all assigned, and proof could be given in one day.

Mr. Hawkins said he was going to leave on a month's vacation, and in the meantime proof of assignment of claims could be given. After some discussion, the further hearing was set down for Sept. 8.

FULTON MARKET.

REPORT OF THE ASSISTANT SANITARY SUPERINTENDENT—THE BOOTHS TO BE REMOVED.

The following report of the Assistant Sanitary Superintendent on the condition of the booths around Fulton Market was presented to the Board of Health yesterday:

Said premises are bounded by Beekman, South, Front, and Fulton streets, are known as Fulton Market, and constitute one of the public markets of the City of New-York. The said market originally occupied the area bounded by the sidewalks of the four adjacent streets mentioned above, and was wholly within the inside edge of said adjacent sidewalks respectively. At present there is on Fulton-street a line of booths extending the entire distance from Front to South-street, said booths standing partly on the sidewalk, and partly on the carriage-way, occupying of the latter a space at least ten feet in width for the entire length of the market front. On South-street there is a similar line of booths occupying a space on the sidewalk, about twelve feet in width for the entire distance from Fulton to Beekman-street, said sidewalk having been widened about eight feet beyond its proper line, and, by this widening, encroaching upon so much of the carriage-way. On Beekman-street there is a line of booths extending from the corner of South-street to a distance of about fifty feet toward Front-street, standing partly on the sidewalk and partly on the carriage-way, occupying of said carriage-way a space about eight feet in width for the entire distance. These several booths are connected with the market proper by means of a roof extending from the main building over the sidewalk and each booth respectively, and are occupied by market-men for the sale of foreign and domestic fruits, vegetables, refreshments, &c. At the time of this inspection many of the booths on Fulton-street were undergoing certain alterations by order of the Superintendent of Markets; the floors had been taken up, and the gutter and pavement underneath cleaned. The pavement outside the booths also bore evidence of having recently been cleaned, but there was a sour and offensive odor, mingled with an odor of urine, indicating not only the recent want of cleanliness, but that the external surface of the standing woodwork of these booths was to some extent saturated with liquid filth.

On South-street there was the same offensive odor, and the external sides of the booths bore evidence of a similar filthy saturation, the condition enhanced by the presence of a filthy garbage-box standing against one of the booths. Although these booths on South-street do not stand over and obstruct the street gutter, yet the widened sidewalk on which they stand, encroaching at least eight feet on the original carriage-way of a street having the double track of a horse railroad passing through it, and being close by the terminus of another railroad, and also of a stage line; in the immediate vicinity of the most frequented ferry between New-York and Brooklyn, forms a serious obstruction to travel along that crowded thoroughfare, and at times renders an attempt to cross the street both difficult and dangerous to life.

On Beekman-street the work of raising the floors of the booths and of cleaning the pavement underneath them has been commenced, but considerable filth remained in the gutter, and the same offensive odor was apparent.

I cannot believe that alterations proposed by the Superintendent of Markets will be sufficient to place the locality in a proper sanitary condition, as these booths, in whatever manner they may be altered, will always be an obstruction to the light and ventilation necessary for the market, and thus be detrimental to health. A public market, where meat and other articles of food are sold, and where the atmosphere is for a great portion of the time contaminated by the respiration of, and the effete exhalations from, the crowds of human beings who frequent it, should at all times be provided with facilities for unobstructed ventilation, in order that the wholesome condition of its stores, as well as the health of its occupants and their customers, may be preserved; and this is especially needed at Fulton Market, a portion of which is occupied as restaurants, where the atmosphere is more or less affected by the odors arising from the cooking of meats and vegetables, and where the temperature is increased by the artificial heat necessary for these operations. For reasons above stated, it is my opinion that these booths, in their present location, are detrimental to health; that they have for a long time interfered with thorough cleaning of the streets, and have served as obstructions to public travel, rendering efforts to cross the streets at times both difficult and dangerous to life. With a view of improving the sanitary condition of this locality, it is recommended that these booths be removed, and that a portion of the sidewalk flagging on South-street be taken up, and the carriage-way between Beekman and Fulton streets be restored to its original width.

Upon the reading of this report a petition was presented, signed by a committee on behalf of the owners and occupants of the stands, &c., praying the board not to order the removal of the stands, and pledging themselves to agree with any suggestions made by the officers of the board for sanitary improvements. The petition set forth that nearly all the occupants of these stands were poor men and women, who had invested all their worldly wealth in these stalls, and had been paying rent to the City for the same. They begged that the Board of Health would not disturb them.

A delegation of the owners and occupants of the stands appeared before the board and urged the same reasons contained in the petition, but without avail, for at the private session of the board, subsequent to the public meeting, the following resolutions were adopted:

Resolved, That the report of the Assistant Sanitary Superintendent on the condition of the booths, stalls, and stands around Fulton Market and in the neighboring streets, dated July 29, 1873, with the exhibits annexed thereto, be placed on file; and the board hereby declares the aforesaid booths, stalls, and stands about Fulton Market to be a public nuisance, dangerous to life and health, which, in view of imminent danger now existing from impending pestilence, should be immediately removed.

Resolved, That the booths, stalls, and stands around Fulton Market and in the neighboring streets be at once removed, and the owners and occupants thereof, and such parties representing them as can be conveniently found, shall be notified of this order of the board; and

Resolved, That in case the owners and occupants of the aforesaid booths, stalls, and stands shall not have removed the same before 12 o'clock noon, Saturday, Aug. 2, 1873, the Sanitary Superintendent and Inspector, John V. Gridley, be charged with the execution of this order, and be authorized to incur the necessary expense, with the approval of the Finance Committee.

THE VOGT CASE.

It was rumored in the Federal Building yesterday that the preliminaries of a treaty between the United States Government and that of Belgium, providing for the extradition of fugitives from justice, were being arranged, and that this was the cause of the delay of the State Department in taking action on the Vogt case. The treaty will, it is reported, be made retroactive, so as to cover the case of Vogt, the alleged murderer of the Chevalier Bois de Bianco. A treaty of this kind would obviate the complications which might possibly arise, whether the Government now surrendered Vogt to Prussia or refused to do so. Nothing official or reliable, however, has been heard in the matter.

CITY HALL NOTES.

There are very few candidates for the office of Commissioner of Charitable Correction. Only three aspirants for the position have entered the field, and each is strongly pressed by his friends. Mr. McCarthy, a coal-dealer in the Ninth Ward; Mr. Joyce, formerly Secretary of the Panama Railroad Company, and Mr. Hollenbeck, who is prominently connected with the New-York Juvenile Asylum, have been named to Mayor Havemeyer, and the claims of each are under consideration. It is said that Mr. Joyce is recommended by Alderman Morris, and Mr. Hollenbeck by Mr. A. R. Wetmore.

In addition to the Commissionerships of Charitable Correction, there are three offices yet to be filled by Mayor Havemeyer. By a supplemental act of the last Legislature, the Mayor is empowered to appoint three commissioners to take charge of the building of the Third District Court-house. The Mayor, however, has taken no action on the matter. One of the candidates is said to be Mr. Ebbetts, an extensive livery-stable keeper up-town. He is recommended by men who are intimate with the Mayor.

THE KING'S BRIDGE ROAD.

THE EXPENSES OF THE OPENING—REPORT OF THE REFEREE.

The decision of Wm. Pritchard, referee in the King's Bridge road investigation, was put on file in the Corporation Counsel's office yesterday. The costs and charges are given as follows:

Supreme Court.—In the matter of the application of the Department of Public Parks, for and in behalf of the Mayor, Aldermen, and Commonalty of the City of New-York relative to the opening of King's Bridge road, southward from the southerly line of One Hundred and Fifty-fifth-street, to the Harlem River, as laid out by the Commissioners of the Central Park.

Costs, charges, and expenses in the above proceeding, as recommended for taxation in annexed report of the referee, Wm. M. Pritchard:

Henry Parsons, commissioner's fees	$5,000 00
John McGowan, commissioner's fees	4,200 00
Wm. J. Parsons, commissioner's fees	3,000 00
Edward Boyle, surveyor	50,388 28
Wm. N. Armstrong, drafting and copying report	4,000 00
The same, for other services as clerk to commissioners	2,500 00
Richard J. Todd, services as commissioner	1,000 00
Stephen Van Nostrand, posting twenty days' notice	25 00
Geo. W. Van Tassel, posting forty days' notice	50 00
Brainard & Co., stationery and printing	842 21
Wm. H. Ashur & Co., binding, &c.	47 25
Martin B. Brown, binding, &c.	165 00
Daily Transcript, publishing notices	155 40
World, publishing notices	95 00
Daily Register, P. and P. C., publishing notices	478 00
Commercial Advertiser publishing notices	979 00
Evening Post, publishing notices	239 40
New-York Herald, publishing notices	768 00
Total	$73,923 54
Referee's fees for taxation of costs	900 50

In the matter of opening the King's Bridge road from One Hundred and Fifty-fifth-street to Harlem River, bill of Edward Boyle, Surveyor, as recommended by the referee for taxation:

1. Rule maps, 40,922 feet frontage, at one cent per foot	$409 22
Copy of same at fourteen cents	102 30
2. Damage maps, including duplicates and abstract, 40,722 lineal feet frontage, at six cents per foot	2,443 32
Third copy of damage map, including another copy of abstract, at three-quarters of one per cent. per foot	305 41
3. Benefit maps, 1,312,101 lineal feet of frontage, at three cents per foot, including duplicate map and abstract	39,363 06
Third copy of benefit maps, including second copy of abstract, at one-half cent per lineal foot	6,560 50
4. Profile map, two sets, 20,150 lineal feet, at three cents per foot	604 50
5. Additional map, showing damage, and part of benefit together, "for use of Commissioners on the ground"	600 00
Total	$50,388 28

WM. M. PRITCHARD, Referee.

The substance of the report of Mr. Pritchard, which is a lengthy one, is as follows: He reports that he was attended by Mr. William Sinclair on behalf of the Counsel to the Corporation, Mr. Dexter A. Hawkins on behalf of the Controller, Mr. Granville B. Hawes, counsel for Mr. Boyle, the surveyor in the matter, and Messrs. Daniel D. Lord, Grats Nathan, Thomas J. Powers, William Sinclair, Jr., Charles H. Kitchell, and others, counsel for various parties interested in lands taken or lands assessed in the proceeding; also by the Commissioners and Clerk and several other persons interested in the said costs, charges and expenses. The following persons were examined in the course of the investigation: Roswell B. Taylor, Albert B. King, Alonzo G. Hyde, Leonard Minuse, Henry Parsons, John T. McGowan, Wm. N. Armstrong, Edward Boyle, Frank B. Leonard, M. A. Kellogg, Edward H. Tracy, Wm. H. Grant, Wm. F. Widmayer, John J. Serrell, Patrick M. Dowd, Gardner A. Sage, Austin B. Owen, Wm. T. Black, Chas. K. Covert. These several examinations were reduced to writing, and were amended. They have already been published.

The referee's decision is as follows:

From those proofs, and from the various maps and proceedings in this matter, it abundantly appears that the "opening" in this matter—that is, the proceeding to acquire title to the lands needed for the improvement—has been unusually laborious and difficult. Through a large part of the four miles of its length it has been necessary to take narrow pieces of land from successive private owners on one side, and from other private owners on the other side of the old King's Bridge road, that road itself being a crooked, irregular, and ill-defined parcel, or succession of parcels, of ground.

It seems to be neither necessary nor proper for the referee in this report to review or comment upon the testimony, which is very voluminous, and which, after all, only partially represents the investigations and explanations which have been made, but simply to report his opinion upon the matter referred as required by the order of reference.

As respects the Commissioners, my opinion is that $5,000 would be fair and just compensation to each of them if they had served throughout the whole course of the proceedings. This has been done by Mr. Henry Parsons, and I consider him entitled to that sum. Mr. McGowan was appointed upon the commission in August, 1872, and really the bulk of the work has been done since that time. In my opinion Mr. McGowan is entitled to $4,200. Mr. J. Parsons did not come upon the commission until Dec. 31, 1872. He should be allowed in my opinion, $3,000.

The charge of Mr. Wm. N. Armstrong, Clerk to the Commissioners, of $4,000, for the drafting and copying of the Commissioners' report, I think reasonable, and I recommend the allowance of that sum.

For the other services of Mr. Armstrong, as Clerk from Dec. 19 last, when he entered upon his duties as such, I should consider $2,500 a reasonable and just compensation.

Mr. Richard J. Todd, under the title of Assistant Clerk, has rendered services to the Commissioners which have usually been charged for under the name of appraisers. This Court, in some recent cases, has disallowed the charge for appraisers, which had probably become excessive. It seems to me eminently proper for the Commissioners to avail themselves of such assistance within reasonable limits, and I respectfully recommend the allowance of $1,000 to Mr. Todd for his services in that behalf.

The Surveyor's bill, as usual in cases of this kind, amounts to more than two-thirds of the whole, and has been the main subject of controversy before me. Mr. Edward Boyle, the Surveyor, has put in evidence a contract made between him and the Commissioners originally appointed. I doubt very much the authority of the Commissioners to make such a contract, and am of opinion that, at any rate, its validity can only be maintained by showing that the rates of compensation allowed by it are just and reasonable.

As this contract introduces some unusual methods of reckoning the Surveyor's compensation, I have followed the more customary methods to which alone the testimony of the witnesses can be conveniently applied. Based upon such testimony, and particularly upon that of Mr. Sage and Mr. Ewen, with such corrections and modifications as a comparison of the whole showed to be just, I have prepared a statement of what I believe to be a reasonable and fair compensation to Mr. Boyle in this case, which statement is hereto annexed, marked schedule A, showing a total of $50,388 28, at which sum I am of opinion that Mr. Boyle's bill ought to be taxed.

I am of opinion that the bill of E. F. Brainard & Co. for stationery, printing, &c., should be reduced to $842 21, and should be taxed at that sum.

The bill of Martin B. Brown, mainly for binding the immense volumes of maps, should be taxed as rendered, at $165; and the bill of Wm. A. Arthur & Co., for binding abstracts, &c., should be taxed as rendered, $47 25.

I am of opinion that an allowance of $25 to Stephen Van Nostrand and of $50 to George W. Van Tassel will be an abundant compensation for the posting of the legal notices by them respectively.

The bills of the several newspaper establishments for publishing the requisite notices appear to have been made up at the rates charged by them respectively to individuals for similar services, and in my opinion should be taxed as rendered.

The original bill of costs, charges, and expenses presented to the court for taxation, and referred to me, with accompanying vouchers, is returned herewith. I have prefixed to this, my report, a bill similar in form, containing the revised amounts which have been recommended for taxation, making an aggregate of $73,923 54. The examination of witnesses, and other investigation of the matters referred, have occupied the referee for eighteen entire days, and considerable portions of ten days more. I think the referee's fees on this reference should be taxed at $900. All of which is respectfully submitted.

WM. M. PRITCHARD, Referee.

JULY 28, 1873.

A BROOKLYN IMPOSTOR CAPTURED.

Henry Martin, one of the most notorious of Brooklyn impostors, was arrested yesterday, and is now awaiting trial, on a charge of obtaining, or endeavoring to obtain, money under false pretenses. Martin has practiced numerous swindling devices, and, until yesterday, escaped arrest. His accomplice goes by the name of Hamilton, but heretofore, when a neighborhood has become dangerous for him, he assumed the alias of Raymond. Yesterday Martin called on Father O'Reilly, at his residence on Carroll, near Hicks-street, and requested a subscription in aid of a man named Keogh, who had been run over and disabled by a car. He exhibited a list of subscribers, and among them the names of many well-known citizens. The priest conferred with Mr. Dominick H. Roche, who was present, and after the swindlers, Martin and Hamilton, had left the house, they followed them and secured Martin two blocks away. The prisoner is now in Raymond-street Jail awaiting trial and identification on other charges.

SHERIFF'S OFFICE.

A communication was received by the Sheriff yesterday, from the Board of Excise Commissioners, asking that the following-named persons be designated to act as Deputy Sheriffs in connection with the discharge of their duties as Inspectors of the Board of Excise, and to which they have been appointed: Thomas J. Wendover, No. 33 East Houston-street; Robert Hunt, No. 115 East One Hundred and Thirteenth-street; T. H. Coppins, No. 737 Washington-street; Joseph Faber, No. 57 West Tenth-street; Benjamin Weeks, No. 33 East Twenty-ninth-street; August Urban, No. 393 Tenth-avenue.

THE NORTH RIVER NUISANCES.

SANITARY REPORTS—ACTION OF THE BOARD OF HEALTH.

Special Sanitary Inspector Goldschmidt, in charge of what is known as the Thirty-eighth-street District, reported as follows to the Board of Health, yesterday:

Special Inspectors Hunter and Frank found a tallow-rendering establishment, apparently a branch of M. Donohue's, and next to his, in a stable owned by one Thorp.

They also report that on Saturday the Algonquin attempted to receive or discharge some bags, samples of whose contents they have delivered to you for analysis.

Inspector Waters reports that on Monday morning, the 28th inst., he caused the arrest of J. Gilmore, the book-keeper, and only person on McNeill's premises, for rendering tallow without permit, and he was held in $500 bail. He also reports that this morning Davis & Harrington, West Forty-third-street, were sending offal to the rendering dock in an open cart. Also, that the Metropolitan Gas Company was throwing coal dust out into Forty-first-street.

At about 2 P. M. on Monday, the 28th inst., assisted by Inspectors Landy, Waters, and Whollahan, I caused the arrest of M. Donohue, the proprietor M. Donovan, engineer; John Lidell and John Fisher, employes, of No. 613 West Thirty-eighth-street, for rendering tallow. They were held, by Justice Cox, in $500 bail each to answer.

I was informed by the Superintendent of the Metropolitan Gas Company that the contracts for the introduction of the Manhattan Gas Company's method of purification would probably be signed to-day. The New-York Rendering Company have stopped rendering, and are shipping offal to the Lower Bay. Inspector Whollahan was refused permission to go down with the tug.

I would again call attention to the sewers foot of Fortieth and Forty-first streets, especially the latter. Here the stranded offal is in a horrible condition. The remedy lays in the removal of a sunken barge, which prevents the tide washing away the accumulated filth.

The pavement in Thirty-ninth-street, between Ninth and Eleventh avenues, is full of holes, some nearly a foot deep, filled with stagnant water, and overflow of garbage boxes, the latter requiring disinfection.

I would also call attention to the state of the outhouses and gutters of Nos. 440 and 442 Tenth-avenue. Manure carts are constantly unloading at the "dump." Their covers are generally mere shams, consisting of a piece of rotten sail-cloth.

Special Inspector Hammond, on duty at the rendering dock, reported that the company had discontinued rendering at the dock foot of West Thirty-eighth-street. They have provided a large boat with compartments, in which are placed all the offal, dead animals, &c., that are brought to the dock. He also reported that the superintendent of the company said that they intended to go about three miles below Sandy Hook and dump their cargo.

Inspector Whollahan reported he was refused permission to go down the bay with the boat of the rendering company.

The following resolutions were then presented and adopted:

Resolved, That the arrest and prosecution of the officers of the New-York Rendering Company or of the boat who have refused or shall refuse admission and an inspection to the inspectors and officers of this board are ordered, and the attorney of this board is charged with the duty of securing the execution of this order, and is also directed to secure the arrest and prosecution of any one offending against the provisions of the health laws and Sanitary Code giving the right of entrance and inspections to the inspectors.

Resolved, That the Board of Police is and are hereby requested to cause telegraph communication to be established between the Twentieth Precinct Police Station and the offal dock at the foot of Thirty-eighth-street and North River, for the purpose of facilitating the conveyance of information to the rendering company in regard to dead animals in different parts of the City.

It would almost seem as if the New-York Rendering Company defied the orders and action of the Board of Health; for the black-looking hulk on which the carcasses of dead animals are rendered down, was yesterday as usual moored to her dock at the foot of West Thirty-eighth-street. The sheds used by the company are still standing on the pier, and from the number of horses and carts continually passing through the half-open gates yesterday, there could be no doubt but that business was being transacted as usual. There were no signs of work going on upon the hulk itself; but the fact that it was permitted to remain at the dock gave but little hope to the residents of the neighborhood that the nuisance would be removed. One of the residents on Eighth-avenue, near Thirty-eighth-street, said that "unless the Board of Health soon succeeded in removing the offensive hulk, and also the guano hulk at the foot of West Fortieth-street, it would not be at all unlikely that an organized movement would be made to sink both of them, for the citizens of that district had become tired of seeing their little ones sicken and die, merely to fill the pockets of those who made money by trading in dead animals. If any money could be made out of the offensive gases, the City would not be troubled with them. When it was found that a valuable spirit could be extracted out of condensed steam from bread in a baker's oven, a plan was soon discovered to condense the steam."

The residents on Ninth and Tenth avenues, between Thirty-sixth and Forty-second streets, assert that even since it was understood that the rendering dock was to be removed, the work has been going on as usual during the night, and the stench has been so great that it was impossible to open any windows looking toward the west. Only one way can the nuisance, in their opinion, be removed, and that is by not permitting either of the two hulks to remain at any pier of the City. If there must be an offal dock, the carcasses and offal should be at once removed to beyond the limits of the City, and not allowed to remain any length of time—much less, be rendered down within breathing distance of thousands.

MURDER IN SALT LAKE.

Salt Lake papers of the 23d inst. give detailed accounts of the murder of a man named H. M. Garvey in a saloon in that city by one William Sullivan in a dispute growing out of some mining transaction. The *Tribune* says: "During the conversation preceding the quarrel, Garvey gave Sullivan the lie, when high words ensued, and a rough-and-tumble fight commenced. After the combatants were parted, Sullivan was ejected from the saloon by Mr. Wright, but he immediately turned, pushed the swinging-door open with his left hand, leveled his pistol at Garvey, who at the time was walking toward the rear part of the saloon, and fired, the bullet taking effect just under Garvey's right shoulder-blade, passing through his body, and coming out in front by the collar-bone, buried itself in the partition door-casing. The wounded man was attended by Dr. Hamilton, who immediately informed him that he could not live, and from the moment he was shot he gradually sank, and in about twenty minutes expired. As soon as Sullivan had shot the man he gave himself up to a citizen named Mr. Ed. Prebles, by whom he, at his own request, was conducted to the police-station, where he was locked up. Sullivan is a cook by trade, but when the mining excitement broke out in City Creek he left the Arcade and went prospecting, at which employment he has been engaged ever since, coming to the city only occasionally. The last time he came from the cañon was a few hours before the occurrence which terminated in the death of Garvey."

The prisoner afterward made a statement to the reporter of the *Herald*, which was, in substance, as follows: "I came in from Parley's Park last Fall and asked Mr. Garvey if he could help me to a suit of clothes. He said he would if I would let him have 100 feet in the 'Porcupine.' I agreed. We then went to Myers' store and I got a suit at a cost of $75. Seeing he had acted so well by me I told him I would let him have 150 feet, and I did so. I subsequently told him that I had 350 feet more, and as I was going off probably to Pioche or somewhere else at a distance, I proposed that he should take it and sell it for me, if a chance offered. He asked my price, and I said $7,000. He took it and I went away. Some five weeks ago I met him and asked him if he had sold the feet. He said no, and told me that what he had let me have carried three per cent., but I need be in no hurry to pay it. For about four weeks past I have been working up City Creek, and there I heard he had sold the feet and made a good thing of it. I met him this evening in Wright's saloon and asked him if he had sold the feet. He said he had. I inquired how much he got; when he said he had got a note from Jack Sheean for $500, but had received no money. I asked him if that was doing right by me; when he replied, with an oath, 'Do you mean to say I wouldn't do right?' I said to him, 'I don't think this is right by me.' He gave me the lie, when I told him I wouldn't have any such language. He struck me, and then they all 'jumped on me,' and one of them said, 'Kill him.' I then made for the door, and turned and fired my pistol."

MR. GROTE ON J. S. MILL.

The *British Quarterly Review* has the following estimate of Mr. Mill's views by Mr. Grote: "On no point was his (Grote's) divergence from the advanced Liberals of the present day more marked than in the estimate which they form of the later teaching of his old friend John Stuart Mill. Grote was entirely opposed to almost all the social and economical views which Mill latterly endeavored to promulgate. We remember his expressing on one occasion his entire dissent from these views, and he spoke with a degree of bitterness upon the subject most unusual with him. 'I deeply regret,' he said, 'the mischievous teaching of John Mill. He has abandoned the true principles of political economy. He seems to me to have a fanatical hatred against the rich, simply because they are rich. I verily believe he is doing more injury than any man in the present day by his attempt to confiscate property under the plea of the "unearned increment" of land, and by his other socialistic doctrines.' This testimony is the more remarkable as Grote continued to cherish unabated personal affection for Mill, and always spoke of his System of Logic in terms of admiration."

FRENCH ROYALISTS.

WHAT THE SHAH HAS DONE FOR THE PARTY—MONARCHICAL GLORIES FORESHADOWED.

A correspondent of the *Pall Mall Gazette*, writing from Paris on July 13, deals as follows with the subject of Royalism in France: "The Government," he says, "have been giving the Shah a capital reception, but the Shah has, without suspecting it, done quite as much for the Government, or rather for a fraction of it, as they have done for him. I was talking with a Legitimist deputy this morning and I report you his remarks, because at this waning period of the session it is interesting to examine what are the hopes which will guide the speeches and actions of the Royalists members during the recess.

A HERALD FOR DE CHAMBORD.

The deputy in question talked of the Shah as if he were a herald mercifully sent by Providence to clear the way for the Count de Chambord. There was no jesting in this sentiment; it was the utterance of a profound conviction. Before Naar-ed-Din came it was not quite sure whether Paris would take kindly to the official fêtes which so vividly recalled the extravagances of the Empire. The Municipal Council had said some sharp things about the honesty of paying one's debts before providing revels for strangers; and there were even some cautious members of the Left Centre who maintained that it was neither patriotic nor dignified to indulge in high jinks while a foreign enemy was still occupying part of the land. On the night before the Shah's arrival an unpleasant rumor got about that the artisans in the popular districts intended going out to meet his Majesty with crape round their arms as a kind of protest against his coming among them at all at such an untimely moment; and though this report no doubt arose simply from a suggestion which appeared in the *Rappel*, yet a good many members of the Assembly were in fear that the reception would not go off without the Shah being treated to some such manifestation as beset the Czar in 1867, when a throng of students and barristers shouted on his path, 'Vive la Pologne!' These terrors, as we know, have been most agreeably falsified; but now comes the question: What does the enthusiasm of the Parisians on behalf of the recent official fêtes mean, if not that France would acclaim any ruler who should revive the splendor and junketing which are as bread and meat to the nation? The French are great people for drawing long-sighted inferences from small facts, and the practice, which renders the wish father to the thought, is constantly drifting the policy of parties into unexpected channels. Say the Right: 'Ours is not like other countries; and when you talk to a Frenchman of the constitutional rule of England and America, you speak quite above his head, and his efforts to catch your meaning only result in wildness and confusion. The Government best suited to the French is one which is ostentatious, magnificent, and strong. They will carp at this Government, of course, and will convert into heroes all who assail it, but this they do toward every Government; and, considering that popular animus was every whit as keen against the mild Government of Louis Philippe and the temperate presidency of M. Thiers as it was against the absolutism of Napoleon and the reactionary Cabinet of MacMahon, why not discard at once and forever all attempts to transform Frenchmen into Englishmen, and turn right back to the monarchical pomp and religious processions which were forever keeping Paris in holiday spirits?'

HENRY V. IN PARIS.

The Legitimist deputy, after summing up these views, went on to picture a solemn entry of Henri V. into Paris, like that of the Shah the other day; and certainly he drew a sketch calculated to fascinate any average Paris bourgeois: The King, on a white horse, with tabarded trumpeters in front; behind him MacMahon as Grand Constable, the Duke of Nemours as Master of the Artillery, the Prince of Joinville as High Admiral, and the Duke of Aumale as Viceroy of Algeria. Then heralds, falconers, pages, and chamberlains without number; the white flag and tricolor carried side by side like the royal standard and union jack in Britain; and Paris restored as if by sudden magic to her old place as the capital and pleasure-garden of Europe. Nothing was wanting to this lively dream save the explanation as to how it was to be realized; but presently this was made clear by the hint that the Bourbonists and Bonapartists in the Assembly and the Cabinet were already growing cool toward each other, while the Orleanists, on the other hand, were drawing closer to the Bourbonists every day, so that at the first symptom of restiveness the Imperialist Party would be crushed as easily as the Radicals have been.

WEARY OF REVOLUTION.

'And you must not think,' added the deputy, 'that a Royalist restoration would be a merely temporary expedient, as so many shallow prophets may predict. Remember that we have been revolutionizing for nearly a century now. The people are tired of it. They see that revolutions effect nothing, and we have consequently reached the moment when, according to all the precedents of our national history, we ought to look to a century of quiet loyalty. France is, in fact, much in the same condition as when Louis XIV. began his personal reign after the hundred years of lawlessness which commenced with the League and ended with the Fronde. No body could have foreseen when the kingdom was rent into five factions during Mazarin's rule that the ascendancy of the crown would ever revive as it did, and yet France under Louis XIV. and Louis XV. was as quiet and obedient as was possible, while England, which is now held up to us as a model, was in as distracted a state as we have just been. Well, we mean to bring back Louis XIV.; and of this you may be sure, that, having got hold of the power, we shall cling to it. A hostile vote in the Assembly overthrew Thiers, but it will not remove MacMahon, and all the Republicans would gain by their parliamentary triumph would be a *coup d'état*.'

REPUBLICANS' CHANCES.

Of this last point I myself am pretty well convinced, and I think those who fancy the Republicans may return to office by lawful means are over-sanguine. Abstract political prophecies are not much to the English taste, and it may sound reckless to forecast royalist prospects before MacMahon has yet been two months in power; but it must not be forgotten that politics move apace in France, and that the Royalists have never, since 1830, been so united nor so determined in their aims toward a common object as they are now. Besides, the Orleanists, who represented the theories of constitutional monarchy, are fast abandoning their position, and accepting tacitly all the principles of the elder branch. It was not so from 1848 to 1851, when, in despite of all conflicts between advancing Cæsarism and retreating Republicanism, a body composed both of Legitimists and Orleanists remained steadfast in their faith to constitutional doctrines. At present the entire Right are in favor of confiscating once more the rights of the communes to elect their own mayors, though this is an Imperialist notion which Royalists of all shades had hitherto opposed. Legitimist hopes may seem reckless and impracticable, but that they are full of vigor and threatening purport may be judged from the words in which my interlocutors concluded their interview: 'We hold these people under our heels, and we don't intend to let them rise. We shall spend the recess in clearing the field for action; and every Government functionary will obey our instructions to the letter. 'Quant à la question religieuse, il est temps d'en finir. Ces gens là sont impies; il faut leur forcer la tête dans le bénitier.'"

THE CHOLERA IN MOUNT VERNON.

Mayor Damron, of Mount Vernon, Ind., has published a letter, dated July 25, in which he speaks as follows of the prevalence of cholera in that place: "It is now six weeks since cholera made its appearance here, first in a neighborhood some three miles above us on the Ohio River, where, in the course of two weeks, it carried off ten persons living in an area of one mile. Then it slowly advanced on our city, first attacking the suburbs, and, in fact, it was confined in that locality, taking in its range seventy victims. This, in a population of four thousand, was truly alarming. Fully one-half of our people fled the city, but some are now returning. Many business houses that were closed for a few days are being opened again. Our physicians have seen hard labor and are nearly worn out, but still they answer all calls promptly. There has been but one case here in the past sixty hours. Quite a number of old cases still linger, and the majority of them will in all probability die. Our city is in perfect order, having been thoroughly cleansed and every precaution taken to disinfect the premises of the sick and dead, and should there be no sudden transition of weather our physicians think we will soon be free from the dreadful scourge."

LIABILITY FOR SUBSCRIPTIONS.

The Rock Island (Ill.) *Union* furnishes the following account of a suit of more than local interest, but unfortunately does not tell us on what point the decision turned: "A number of persons in Moline who subscribed for the maps issued by Waters & Willetts, refused to take them when delivered, on the plea that they were mounted of inferior stock. Among the number was James Barber, foreman of the wood department in the Moline plow manufactory. He refused to accept the map, and was prosecuted by Waters & Willetts for the amount of $5. The case was called before Esquire Cropper, yesterday afternoon, E. E. Parmenter for complainant and W. Jackson for the defendant. A jury of six was impaneled. The tedious routine of examining fifteen witnesses was gone through with, and finally the case was left to the jury. Verdict: Judgment for amount of map and costs in favor of Waters & Willetts, the costs being the largest item, the witnesses' fees alone over $10. To-day some of the others are to appear, the result of which cannot but be expected."

THE EVACUATION OF FRENCH TERRITORY.

The *Deutsche Nachrichten* says: "The second quarter of the fifth and last milliard of the war indemnity having now been punctually paid by France, the Arondissement of Belfort and the Departments of the Ardennes, Vosges, Meurthe-et-Moselle, and Meuse, with the exception of Verdun and the country immediately surrounding it, will, in accordance with article 3 of the Berlin Convention, dated 15th March, 1873, be evacuated by the German troops by Aug. 5. The removal of the war material has already commenced, and this, of course, must have been completed before the troops can commence their march; thus, *ex. g.*, the Belfort garrison will not march until the first days in August. At that time exactly three years will have passed since the German troops first entered upon French soil."

THE PITTSBURG COAL TRADE.

EXTENT OF THE BUSINESS IN BITUMINOUS COAL—THE RESOURCES OF THE MINES.

From Our Own Correspondent.

PITTSBURG, Tuesday, July 29, 1873.

The business of Pittsburg may be classified in the following order: Coal, iron, steel, glass, and oil. All the other branches of industry are dependent on these leading interests. The City of Pittsburg has been built up in wealth and importance entirely by the development and working of the inexhaustible coal-beds in her immediate vicinity. This gift of nature is the pivot on which nearly all our business and commercial interest swings. Like everything else of value it has an interesting history. In Pennsylvania the coal-fields are divided by the Allegheny Mountains into two basins—the bituminous and anthracite. The former lie west of the mountains and the latter on the eastern side. It is not my purpose at this time to penetrate the anthracite district, but confine myself particularly to the bituminous region. Incredible as it may seem, it is nevertheless true that of the thousands of people who are engaged in the mining and shipping of coal, there is scarcely one operator in a thousand who is able to give reliable information relative to the origin and formation of coal, or even the rise and progress of the trade. The early pioneers in the coal trade were very illiterate men, so some allowance must be made for their lack of coal knowledge. The present operators in coal are, however, comparatively well educated, but all they seem to care about is to get their coal to the surface, put it in the market, sell it, and collect their bills.

The total area of coal-fields in North America is computed at 607,530 square miles, of which 600,000 square miles are within the United States. The total area of coal-fields in Europe, including Great Britain, according to late statistics, is 14,364 square miles. The State of Pennsylvania has an area of 12,656 square miles of coal deposits, only 1,708 square miles less than all Europe and Great Britain combined. If, then, after comparing the cubic quantities deduced from the area of square miles and depths of available coal, and accepting the average thickness of the coal seams to be twenty-five feet thick, there is now, in the State of Pennsylvania alone, 316,400,000,000 tons of coal waiting ready to be mined and brought into the market.

It is not my intention to give a complete history of the growth of the coal trade in this region, but instead to give a few facts and statistics not readily found within the grasp of the casual reader.

The great Allegheny coal-field of bituminous coal covers an area of 55,000 square miles. It commences at the western base of the Allegheny Mountains, Chestnut Ridge and Laurel Hill, spreading its seams west and south-west through portions of eight States. After this coal-field leaves Pennsylvania, it gradually decreases in width as it passes through portions of Ohio, Maryland, West Virginia, Kentucky, Tennessee, Alabama, and terminates in Georgia. In this Allegheny coal-field, that portion of it which is located in the south-west part of Pennsylvania, is located the Pittsburg coal-bed. This bed does not exist west of the Ohio River to any great extent, and consists of three layers or stratas. The first is the main breast; over this is a layer of clay; and lastly, another bed of coal. As a general thing, the miners do not care to dig the top strata of coal, but content themselves by extracting the lower seams. Five to six feet is the usual thickness of the main breast in Allegheny County. About five miles north of Pittsburg is the northern outcrop, and near Beaver is the southern. Nearly all the coal which is dug for this market comes from the Monongahela Valley and from along the Youghiogheny River, all of it being of easy access to the river, some of the mines shooting the coal directly from the "tipple" to the boats. Surrounding Pittsburg are 120 coal-mines, which give employment to some 8,000 miners. The amount of capital invested in these collieries is about $15,150,000. The number of acres of coal land under development is 30,250, which commands from $500 to $1,500 an acre, according to location and quality. In the immediate vicinity of Pittsburg the banks and hills along the rivers are all dug out. The privilege of digging coal of "Coal Hill," opposite this city, was granted in lots, by the Penns, which extended through the hill to the middle, for the sum of £30 for each lot, and found ready sale at those figures. Where coal is reached by means of tunnels or drifts, it is mined for two-thirds less than if it was mined through a shaft. The markets for coal, after supplying the home consumption of Pittsburg, are in the South and West, and it is nearly all towed down the Ohio River in barges, boats, and flats. The rest reaches its destination by the various lines of railroads. The number of tow-boats exclusively engaged in the coal business at this port is 115, with a tonnage of 21,905 tons register, and the total amount of capital invested in these tow-boats is $2,500,000. The coal-boats, barges, and flats, which carry the coal, are mostly owned by the coal operators. A coal-boat is 170 by 25 feet, draws, when loaded, seven feet of water, and will carry 846 tons of coal. The barges are smaller and built different, being 130 by 24 feet, draw six feet of water, will carry 442 tons of coal. Then there is a smaller craft called a "dinky" or French creek-boat, 90 by 18 feet, which will carry 300 tons of coal. These boats and barges resemble the common "mud-scow" seen every day in New-York waters, with the difference that those here are built in a more substantial manner. For transporting coal by river there are no less than 8,000 coal-boats and barges, and in the event of a sudden rise in the rivers, so as to permit the making up of large coal-fleets, the tow-boats are capable of taking out 307,692 tons on one trip. The total receipts of coal in this city by rail and river for 1872 were 4,223,274 tons. In 1871 the receipts were 3,722,524 tons, showing an increase in 1872 of 510,750 tons over those of 1871. During a good stage of water some very large coal-fleets go out. The Ajax recently took down the Ohio River 12,500 tons of coal, and her tow covered 5,460 by 734 feet of water. The Oakland, another very powerful boat, also took out a fleet which covered 4,180 by 634 feet of water. The Ohio River is crossed by a number of bridges with close spans. The shipping of coal down the river is an extremely hazardous undertaking.

A BAD BLUNDER.

ALLEGED BURNING BY AN ENGLISH WAR-SHIP OF FISHING-BOATS IN THE RED SEA.

The *Times of India*, of June 20, publishes a letter containing some further details respecting the mistake which it is alleged was recently committed in the Red Sea by her Majesty's ship Thetis in supposing some mother-of-pearl fishing-boats to be slavers. The letter is as follows:

"In continuation of my letter of the 6th inst., I beg to forward the accompanying extract from a letter received from Aden by to-day's mail: 'The Thetis, Royal Navy, on her way down the Red Sea, saw a fleet of Hodeida mother-of-pearl fishing-boats standing in for Asab Bay to anchor for the night, and her people came to the conclusion that they were slavers running away; so 'out boats' and after them, but did not overhaul them till they were anchored. Finding some big, bulky Seedees on board among the crews, was, they considered, clear proof that they were slavers, so they burnt the boats, sixteen in number, and landed the crews, 216 men, on a desert island, and the thirty Seedees they took on board and brought here. They had no interpreter or anything of the sort, so were rather surprised on arriving to be told they had been burning fishing-boats. The steam-ship Dalhousie was sent off immediately to take the Arabs off the island to Hodeida, but some of their own boats had taken them away. They had managed to cross to the mainland on rafts, &c.—in fact, they either had to go or remain in the island and be starved, for they had no food or water. One man was drowned in crossing, one shot, one burnt, and one missing. Rather a nice affair, is it not? I have an idea there will be a fine row about it. The boats belonged to Hodeida. The Thetis has cleared out for China.' I have every reason to believe the above perfectly authentic; a disgraceful blunder seems to have been perpetrated, and British prestige suffers in consequence."

Commenting on the occurrence, the *Times of India* says:

"The whole of this Asab Bay incident—the infringement of treaty restrictions in the Red Sea, the mistaking of peaceable fishermen for slavers, the recognition of active Seedee sailors as captive kidnapped negroes, the destruction of the dhows, thereby demolishing the material evidence, the (apparently) wanton abandonment of the crews to starvation, and the transport of the Seedes to Aden as basis of claim for prize-money—are all incidents that proclaim trumpet-tongued the necessity for the reconstitution of an Indian marine."

Upon this subject the Bombay *Gazette* says:

"Now that we have further details, the Asab Bay affair assumes even a more serious aspect than when we first heard of it. The burning of the boats of innocent men was serious enough in all conscience; but if the reports that have reached us be true, the cruelty practiced by those on board the Thetis will be a lasting stain on our naval service, being more of the nature of what might have been expected from utter savages than at the hands of British officers. Such a 'mistake' cannot pass without an inquiry, when all the facts will be elicited; but we are assured that, taking the fact that some Seedees were found in the boats as sufficient evidence that the crews were slavers, the responsible officer on board the Thetis either ordered, or allowed, the native boats to be burned, and the crews numbering more than 200 men to be put on a desert island, and left there to shift for themselves as best they might, without food and water! These poor fishermen were fortunate enough to escape from this island to the mainland, and so from starvation, by means of rafts, except one man, who is said to have been drowned in trying to reach the land."

HORSES ID ENGLAND.

THE GENERAL OPINION AS TO THE SCARCITY INCORRECT.

The Select Committee of the English House of Lords on the supply of horses have reported. The committee do not think the evidence they have taken supports the prevalent opinion as to a general scarcity of horses. There is no scarcity, for example, of thoroughbred horses. Their price has increased, like that of other commodities, but if purchasers are willing to pay, they can generally get the article. But agricultural horses have undoubtedly become scarce; on that point the evidence is practically unanimous:

"The returns laid before Parliament show that there has been a considerable decrease lately in the number of brood mares, unbroken horses, and horses used for agricultural purposes in England. In 1870 there were of this class 977,707, and in 1872, 962,548, showing a decrease of 15,159. It seems surprising that, instead of the considerable increase which the great prosperity of the country and the consequent demand would lead us to expect, there should be this reduction in numbers. Nevertheless, the committee are of opinion that this scarcity of agricultural horses will gradually right itself, as the breeding of these horses is comparatively easy and inexpensive. In Ireland the complaint seems much the same, and is supported by trustworthy figures."

The causes of the scarcity are thus stated:

"1. The exportation of mares to foreign countries. 2. The increased profits on sheep and cattle, which, from being more certain and more rapidly realized, are doubly attractive to the farmer, as compared with those obtained by the breeding of horses. 3. The increased demand consequent on a multiplication of population and wealth, which, together with a decline of breeding in many parts of the country, produces a relative if not an absolute scarcity. There are indeed minor causes, such as the consolidation of small holdings into large farms, and the exceptional exportation during the Franco-German war."

The committee have received many suggestions, of which they consider the following the most important:

"The first, that Government should keep stallions of its own in various parts of the country, is open, they think, to grave objections. The Government would thereby be put in the invidious position of competing with private owners of stallions, and would probably come ultimately to be considered as responsible for the supply of stallions in the country. Secondly—It has been urged that the unsoundness of traveling stallions being a great evil, there should be an examination by Government inspectors of all stallions covering other than the owners' mares. There is, indeed, some such system in France, where, as Col. Conolly explained to the committee, 'stallions of private individuals, approved by the Administration des Haras, are exempt from all tax. Those, on the contrary, which are not approved pay 400 francs per annum.' Nor can it be denied that the object, if attainable by these means, is greatly to be desired. There is not, however, the requisite machinery in England, and it is questionable whether any compulsory examination would not be regarded as an undue interference with the liberty of the subject. Thirdly—It seems practicable that the Government should give or add to prizes at agricultural shows to stallions passed sound which have covered a number of mares, at a certain low price, in particular districts. It is generally admitted that some agricultural societies have done great good in this way, and the committee would particularly call attention to the simple and successful regulations of the Cardiganshire Agricultural Association, which, with some modifications, might serve as a useful model for other societies. Fourthly—Any tax operating as a discouragement on a farmer's keeping horses, whether broken or not, should be, in the opinion of the committee, if not at once abolished, at least considerably modified, while the dealers' license, which does not exist in Ireland, and which only produces £19,175 per annum, should, they think, be altogether repealed. As regards warranty, which, it is urged, has caused serious loss and annoyance to breeders, it would appear desirable that a specified time should be fixed, beyond which a general warranty should not be enforced; and it is to be hoped, however, after the evidence appended on this point, and considering the commanding position in which breeders are put by the great demand for horses, the system of warranty will disappear in the breeding districts."

GERMAN COLONY IN CALIFORNIA.

The San Francisco *Bulletin* says, that one of the rancheros of Southern California is about to show a good example to the large landed proprietors of the State. Juan Forster is the owner of Santa Murguerita ranch, San Diego County, which embraces an area of twenty leagues. With the exception of a very small area, this ranch has been employed from time immemorial as a stock run, and the land has been consequently of limited value. Much of it is susceptible of vine and semi-tropical fruit culture, and negotiations have been going on in Germany, for many months past, with the view of colonizing it with experienced viniculturists from the Rhine provinces. Don Juan's plan is to give each of these colonists eighty acres of land in alternate sections, and furnish them with certain farming utensils, and the necessary seeds, plants, and live stock with which to make a fair commencement.

HARD QUESTIONS.

With an utter disregard of the peace of mind of the good people of Connecticut, the Norwich *Bulletin* harasses them by propounding such vexatious conundrums as these: "The statutes of this State," it says, "provide that 'every married woman living with her husband at the time of his death, or absent from him by his consent, or by his default, or by inevitable accident, or in case of divorce where she is the innocent party, and no part of the estate of her husband was assigned to her for her support, shall have right of dower in one-third of the real estate of which her husband died possessed in his own right.' Now, if a woman being the innocent party has obtained a divorce without alimony, and the husband has married again, and both wives survive him, do both wives take dower? And if this be answered in the affirmative, the same principle would of course hold good if he had been similarly divorced three times and had died, leaving still another wife; and how could four wives each have one-third part?"

AN AUTHORESS BURNED TO DEATH.

On Saturday, says the London *Times* of July 16, a terrible and fatal accident occurred at Whitfield, Herefordshire, to Mrs. Clive, wife of Rev. Archer Clive, a landed proprietor and magistrate for the county, chancellor and prebendary of Hereford Cathedral, and formerly rector of Solihull, near Birmingham. The deceased, known as the authoress of the brilliant though eccentric novels entitled *Paul Ferroll*, *Paul Ferroll's Wife*, a volume of poems, and other works, was writing in her boudoir on Saturday evening, surrounded by a number of books and a quantity of manuscript, when a spark flew from the fire and ignited her dress. Before assistance could arrive, the unfortunate lady, who for years had been a confirmed invalid, was burnt most terribly. She died on the following morning.

LIVE STOCK MARKETS.

BUFFALO, N. Y., July 29.—Cattle—The receipts to-day, including 132 cars reported to arrive, were 2,397 head, making the total supply for the week thus far 5,304 head, or 312 cars, against 269 cars for the same time last week. The market opened slow at a plump ¼c. off on last week's closing prices for medium to common stock; choice Cattle, ⅛c. off. About 1,100 head were disposed of. Sales of 450 head Illinois Steers, ranging from 1,056 lbs. to 1,495 lbs., at $5 25@$6 30; 182 head Ohio Steers, ranging from 1,050 lbs. to 1,403 lbs., at $5 62½@$6 62½; 24 head State Heifers, averaging 788 lbs., at $4; 37 head Indiana Steers, ranging from 1,141 lbs. to 1,231 lbs., at $5 45@$6; 37 head Michigan Steers, ranging from 1,050 lbs. to 1,081 lbs., at $5 45; 40 head Michigan Cows and Heifers, ranging from 966 lbs. to 986 lbs., at $4 50; 67 head Kentucky Steers, averaging 1,321 lbs., at $5 65. Sheep and Lambs—The receipts to-day, including reported arrivals, were 3,200 head, making the total supply for the week thus far, 4,600 head, against 8,400 head for the same time last week. The market has not yet opened, and prices have a downward tendency. Hogs—The receipts to-day were 500 head, making the total supply for the week thus far, 9,500 head, against 15,900 head for the same time last week. The market was slow and dull at 12½c.@20c. ₱ cwt. off from last week's closing prices. Sales of a few loads Illinois Hogs, ranging from 171 lbs. to 190 lbs., at $5@$5 12½.

WATERTOWN, Mass., July 29.—Beef Cattle—Receipts, 317 head; the market is inactive but prices are unchanged; sales, Choice, $10; Extra, $9@$9 75; first quality, $8@$8 75; second quality, $6@$7 75; third quality, $5@$5 50. Sheep and Lambs—Receipts, 4,240 head; prices have depreciated 1c. ₱ lb., 8c. being the outside rate in the market to-day, although several lots were previously contracted for at 9c.; many of the flocks were sold at prices no higher than dealers paid the farmers for the stock; sales in lots of Wool Sheep at $3@$3 75 each; Extra, $4@$6; Spring Lambs, 7c.@8c. ₱ lb.

THE COTTON MARKETS.

SAVANNAH, July 29.—Cotton—Market bare of offerings; Middling, 18⅜c.; net receipts, 21 bales; exports coastwise, 30 bales; sales, 10 bales; stock, 1,511 bales.

NEW-ORLEANS, July 29.—Cotton quiet; Middling, 18¾c.; net receipts, 64 bales; gross, 206 bales; exports coastwise, 950 bales; sales, 500 bales; last evening, 700 bales; stock, 25,281 bales.

MOBILE, July 29.—Cotton nominally unchanged; Middling, 18¼c.; Low Middling, 17¼c.@17⅜c.; exports coastwise, 130 bales; sales, 100 bales; stock, 11,557 bales.

CHARLESTON, July 29.—Cotton quiet; Middling, 19¼c.; Low Middling, 18¾c.; Good Ordinary, 17½c.; Ordinary, 14c.@15c.; net receipts, 234 bales; sales, 106 bales; stock, 3,984 bales.

MEMPHIS, July 29.—Cotton quiet; Low Middling, 18½c.; receipts, 299 bales; shipments, 268 bales; stock, 9,339 bales.

NORFOLK, July 29.—Cotton quiet; Low Middling, 18⅜c.; net receipts, 251 bales; exports coastwise, 453 bales; sales, 70 bales; stock, 3,464 bales.

GALVESTON, July 29.—Cotton steady; Good Ordinary, 14¾c.@15c.; net receipts, 87 bales; sales, 400 bales; stock, 12,865 bales.

FINANCIAL AFFAIRS.

SALES AT THE STOCK EXCHANGE—JULY 29.

SALES BEFORE THE CALL—10 A. M.

1000 West. Union.... 92⅞	300 Union Pacific.... 27¾
800 do........ 93	100 do.......s3. 27⅝
500 do........ 93⅛	300 Harlem........c.133
1000 do........ 93⅛	200 do........b3.133
200 do.......c. 93⅛	100 do........ 133
300 do........ 93¼	100 do........ 133¼
200 do........ 93⅛	1000 Lake Shore...s3. 93¾
100 do.......c. 93⅛	300 do........ 93¾
100 do.......c. 93⅝	100 do.......b3. 93⅞
100 do........ 93⅝	100 do........ 93⅞
100 do.......c. 93¼	200 do.......s3. 93¾
1700 do........ 93⅜	300 do........ 93¾
1800 do........ 93⅜	300 do.......c. 93¾
700 do.......b3. 93⅜	200 do.......c. 93¾
200 do........ 93⅝	50 do........ 94
100 do.......s3. 93¼	100 do........ 93⅞
100 do........ 93¼	500 North-western... 69⅝
100 do........ 93½	500 do........ 69⅝
100 do.......b3. 93¼	100 Rock Island...s3.110⅝
200 Pacific Mail.... 38	200 do........ 110¾
100 Erie Railway.... 59	100 Han. & St. Jos.... 40½
300 do........ 59⅝	200 Ohio & Miss..... 40⅛
600 N. Y. Cen. & Hud.104¾	200 do.......c. 40⅛
200 do.......s3.104¾	100 do.......b3. 40⅛
60 do........ 104⅝	400 do........ 40¼
100 do........ 104⅝	900 do........ 40⅛
100 St. Paul..... 52¼	100 do........ 40⅛
100 Tol. & Wabash.... 72¼	do.......b3. 40⅛

GOVERNMENT STOCKS—10:15 A. M.

$5,000 U. S. 6s, '81 C. s3.....120	$5,500 U.S.5-20 C.'65.119¼
500 U.S.5-20 C.'64, small.....116½	500 U.S.5-20 R.'67.116¾
1,500 U.S.5-20 C.'65, new.....117⅝	500 U.S.5-20 C.'67.118¾
500 do....small.117¼	1,200 do....small.118¼
	2,000 U.S.5-20 C.'68.118¾
	30,000 do..bet. call.118⅛
	10,000 U.S.5s,10-40 R.114¾

FIRST BOARD—10:30 A. M.

$10,000 Tenn. 6s, n.. 81	200 Western U. Tel.... 93¼
1,000 Va. 6s, n..... 50	100 do.......b3. 93¼
4,000 La. 6s........ 48½	100 do.......s3. 93⅛
1,000 Erie, 3d M....101¾	100 do.....b.c.c. 93¼
1,000 N. Y. C. 6s,'83. 94	100 do........ 93¼
2,000 C. P. Gold bds.100¼	500 do........ 93¼
3,000 do.........100½	200 do........ 93⅜
4,000 West.Pac.bds. 92½	100 do.......b3. 93½
1,000 U. P. R., 1st M. 82¼	300 do.......c. 93⅜
2,000 do........ 82	1600 do........ 93⅜
2,000 U. P. 10s, Inc... 60	1000 do.......b3. 93⅜
1,000 Tol. & W., 2d. 98	700 do........ 93½
2,000 Gr't W., 2d M. 88	200 do........ 93½
1,000 do........ 87¾	100 do.......c. 93⅛
2,000 G.W.,1 M.,'88. 90	100 do.......b3. 93⅛
1,000 Gal.& C., 2d M. 98	200 do.......s3. 93⅜
1,000 C.C.& I.C., 1st. 88⅞	900 do........ 93⅜
4,000 do........ 88	1000 do........ 93¼
1,000 B.,C.R.&M., 1st 88	900 do........ 93⅛
1,000 W. Un. Tel. 7s.. 99¾	300 do........ 93
2,000 L.,B. & M., 1st. 85½	300 do.......c. 92⅞
1,000 Mich. So., 2d.. 99½	500 do........ 92⅞
10 Bk. S. of N. Y....113	200 do.......s3. 92¾
59 Bank of Com.....114½	1100 do........ 92⅞
10 Bank of Rep.....110	800 do........ 93
15 Bank of N. Am....100	100 do........ 93
10 Park Bank......148	100 do.......b3. 93
39 Mer. Ex. Bank.... 85	300 do........ 93
100 San.& Bro.As..b.c. 78	100 do.......c. 92⅞
100 Canton Co....b.c.103	100 do........ 92¾
69 Del. & H. Canal...114⅝	100 do.......b3. 93
400 Md. Coal Co..... 24	200 do........ 93
100 do........ 24¼	400 do........ 93
200 M., L. & Mfg. Co. b.c.....s3. 10	900 do........ 93⅛
100 Pac.M.S.S.Co..b3. 37¾	400 do........ 93¼
100 do........ 37¾	300 do........ 93⅜
100 do.......c. 37¾	300 do........ 93⅛
100 do..b.c.b60. 37⅞	400 do........ 93¼
200 do........ 37½	300 do........ 93⅛
400 do........ 37⅞	300 do........ 93
100 do........ 37⅝	500 L. S. & M. So. R. R. b. c........b3. 93¾
500 do.......b3. 37⅝	100 do.......b3. 93⅞
200 do.......b3. 37½	100 U. P. R. R......b.c. 27¾
300 do.......b3. 37⅝	100 do.......b.c. 27¾
100 do......s60. 37¼	200 C. & N. W..b.c.s3. 69½
100 do.......b3. 37⅝	200 do........ 69½
100 do........ 37½	200 do.......b3. 69½
200 do........ 37⅝	100 C. & N. W. Pf.b.c. 83
15 Am. Express.... 63½	16 C., C., C. & I.R.b.c.. 89
300 do......b.c. 64¼	200 C. & R. I. R.R.b.c.110¾
10 Adams Exp..... 94½	100 do.......s3.110⅝
200 Harlem R....b.c.c.133⅞	300 do........ 110¾
200 do........ 134	100 Mil. & St.Paul R.. 52¼
22 Mich. Cen. R.R.. 95½	500 do.......b.c. 52¼
100 N.Y.C.& H.b.c..s3.104⅝	100 T.,W.&W..b.c.b3. 72⅛
300 do........ 104¾	300 do........ 72¼
500 do.......b3.104⅞	200 do........ 72⅜
400 do........ 104⅞	100 do........ 72¼
2300 do.......b3.105	100 do........ 72⅛
1000 do........ 105	100 do........ 72¼
400 do.......b3.105⅛	200 Bos.,H.& Erie.b.c. 2¾
50 do........ 105	200 Del.,Lac.&W.R...100¼
900 do........ 105⅛	28 do......b.c.100⅛
100 Erie Railway.b.c. 60	200 Dub. & S. C. R.... 58
100 do........ 59¾	5 N.Y.,N.H.& H..b.c.138
300 do........ 60	50 do........ 137
100 do.......s3. 60⅛	6 do........ 137
200 do........ 60	30 do........ 137½
100 do........ 60⅛	50 Chi. & Alton R... 108¾
100 do........ 59¾	5 do........ 108½
600 do........ 59⅞	100 H. & St. J. R..b.c. 40⅛
200 do.......s3. 59¾	100 do........ 40½
200 do........ 59⅝	100 A. & P. Pf..b.c.b3. 27
200 C.,C.& I.C.b.c..s3. 32	100 O. & M. R.b.c... 40
300 do........ 32	200 do.......s3. 40
	300 do........ 40⅛
	100 do........ 40
	100 do.......c. 40

GOVERNMENT STOCKS—12:15 AND 2:15 P. M.

$1,000 U.S.5-20 C.'65.119⅜	$20,000 U. S. 5-20 C., '68...b. c.118½
10,000 U.S.5-20 C.'67.119	20,000 do.........118⅝
10,000 U. S. 6s, Cur. 114¼	

SALES BEFORE THE CALL—12:30 P. M.

500 Western Union.. 93	100 North-western.... 69¼
100 do........ 93⅛	200 Harlem........ 133½
100 do........ 93	500 do........ 133¾
100 do.......b3. 93⅛	100 do.......c.133¾
100 do.......b2. 93⅛	700 do........ 134
500 do........ 93⅛	100 do........ 134
500 Pacific Mail.... 37½	100 do.......b3.134
600 do.......s3. 37⅝	300 do......s60.133¾
200 do........ 37⅝	300 Bost., H. & E.... 2¾
100 N. Y. C. & Hud. 105⅛	100 Pac. R. of Mo.b30. 47
500 do.......b3.105⅛	100 Lake Shore.....s3. 93⅞
100 do.......s3.105	400 do........ 93⅞
300 do........ 105	900 do.......b3. 93⅞
1000 do........ 105⅛	1000 do........ 94
800 do.......b3.105⅛	100 do........ 94
800 do........ 105⅛	500 Ohio & Miss.... 40⅛
500 do.......b3.105⅛	200 do.......c. 40
500 do........ 105¼	100 do.......b3. 40⅛

SECOND BOARD—1 P. M.

$10,000 Tenn.6s,n.s3. 81	200 N. Y. C. & Hud. R.......b. c.105¼
1,000 Erie 3d.....101⅞	1700 do.......b3.105⅜
1,000 U. P. 10s, Inc. 60	1900 do........ 105⅜
1,000 L. & N. C., '98. 97	600 do........ 105½
10,000 C. & P. C. S. F. 95	200 do........ 105½
2,000 B.,H. & E. 1st. 34½	100 do........ 105⅝
3,000 Det., M. & T. 1st.....b. c.100	1000 do........ 105⅝
40 Ger. Am. Bk.x.d.100	300 do........ 105⅝
15 Bk. of N. America.100	100 Erie Railway.b.c. 59⅞
100 D. & H. C. Co.b.c.114¾	100 do........ 60⅛
100 Canton Co....b. c.102	300 L. S. & M. S.b60. 94
100 Pac. M. S. Co.b. c. 37⅝	1100 do........ 94
100 do........ 37¾	1000 do.......b. c. 94¼
200 West. Un.b. c.b3. 93⅛	1400 do........ 94¼
100 do........ 93⅛	500 do........ 94¼
100 do.......c. 93⅛	1900 do........ 94¼
100 do.......b3. 93¼	1800 do........ 94¼
1000 do........ 93¼	700 do.......s3. 94¼
200 do........ 93⅛	100 do........ 94¼
100 do.......s3. 93⅛	1900 do........ 94¼
400 do........ 93⅛	600 Panama...b.c.b3.115⅜
300 do........ 93¼	200 Harlem R........ 134
700 do.......b3. 93¼	100 do......b.c.134
500 do........ 93⅛	100 do........ 133⅞
200 do........ 93⅛	200 Union Pac.....b. c. 27¾
100 U. S. Ex.....b. c. 68	100 Chi. & N. W.b. c. 69½
200 Mil. & St. P....b. c. 52¼	500 Chi. & R. I...b.c.110⅜
100 do.......b3. 52⅜	100 do........ 110⅞
200 do........ 52⅜	100 do.......b3.111
200 Del., L. & W....100¼	400 Ohio & Miss.b. c. 40⅛
200 do......b. c.100⅛	200 C., C. & I. C.b. c. 32¼

SALES FROM 2:30 TO 3 P. M.

200 Canton Co.....102¼	200 Erie Railway.... 60⅛
100 Pacific Mail.... 37⅝	200 do........ 60¼
200 do........ 37¾	100 do........ 60⅛
600 Western Union.... 93⅛	700 Harlem........ 134
10 do........ 92½	100 Lake Shore.....s3. 94¼
500 do.......b3. 93⅛	1300 do.......b3. 94¼
300 do........ 93⅛	1200 do.......b3. 94¼
100 do........ 93	600 do........ 94¼
1000 do........ 93⅛	200 do.......b3. 94⅜
200 N. Y. C. & Hud.... 105⅜	200 do........ 94⅜
300 do.......s3.105¼	500 Union Pacific.b3. 28
200 do........ 105¼	100 North-western Pf 83¼
100 do.......b5.105¼	200 St. Paul........ 52⅝
100 do.......b3.105⅜	300 Tol. & Wab...... 72⅜
300 do........ 105⅝	100 Ohio & Miss...... 40⅛
400 North-west'n.b3. 69¼	100 Pac. R. of Mo.... 47

TUESDAY, July 29—P. M.

Speculation at the Stock Boards was decidedly more spirited to-day, and the general market was strong and buoyant, with New-York Central, Harlem, Lake Shore, and Western Union Shares as the features of the increased business, and leading in the upward movement. New-York Central sold up to 105⅝ and closed at 105⅜@105½, as against 104⅝ last evening. Harlem was quite freely deal in, and left off at 133⅞@134, as against 132⅝ yesterday. Lake Shore closed at 94¼@94⅜, or ½@⅝ better than on Monday. Western Union was also ½@⅝ higher, closing at 93⅛@93¼, on an active trade. Erie improved sharply, winding up at 60⅛@60¼, on freer purchases. Pacific Mail was an exception to the general drift of affairs, and showed weakness, receding to 37¼, under reports relative to the Subsidy bill disadvantageous to the Company; it closed at 37⅜@37⅝, or a shade lower than last evening. Ohio and Mississippi shares were in more request, and sold up to 40½, leaving off at 40⅛. On the Railroad Mortgage loans, the bidding was somewhat brisker, and the limited offerings of the older issues were promptly marketed at full prices; Central Pacific Sixes ruling at 100¼@100½, Western Pacifics at 92½, and Union Pacific Firsts at 82@82¼. In State Bonds there was much animation, and values presented no material changes. Bank Stocks were in favor with buyers, meeting with a fair investment inquiry at the current quotations. The Public Funds were quite firm, and offered very reservedly, while the investment demand was good. The general market closed strong.

Closing Quotations—JULY 29.

	Monday.	Tuesday.
United States New 5s	115½	116
U. S. 5-20s, May and November	119¼	119⅜
U. S. 5-20s, January and July	118⅞	118⅞
American Gold	115⅝	115¾
Bills on London, 60 days	109½	108¾
N. Y. Central and Hudson	104⅝	105⅜
Chicago and Rock Island	110⅝	110¾
Pacific Mail	38	37¾
St. Paul Preferred	73¾	74
St. Paul Common	51⅞	52⅜
Ohio and Mississippi	39¾	40
Western Union Telegraph	92⅝	93⅛
Erie	58⅝	60¼
Union Pacific	28	27⅞
Lake Shore	93¾	94¼
C., C. and Indiana Central	31¼	32⅜
Toledo and Wabash	72⅛	72⅜
Harlem	132⅝	133⅞
Atlantic and Pacific	26½	26½
North-west	69⅛	69⅝
Missouri Pacific	46½	46½
Hannibal and St. Joseph	39¾	40⅜

The following bids were made for the various Public Funds of the United States:

6 ₱ cent. reg., '81	118¼	5-20 reg., '67	116¾
6 ₱ cent. coup., '81	120	5-20 coup., '67	118⅞
5-20 reg., '62	116¾	5-20 reg., '68	117
5-20 coup., '62	117	5-20 coup., '68	118⅝
Called bonds, '62	116¾	10-40 reg.	114⅝
5-20 coup., '64	117½	10-40 coup.	115⅝
5-20 reg., '65	116⅝	5s, coup., '81	115⅞
5-20 coup., '65	119⅜	6s, currency	114¾
5-20 coup., n. i., '65	117⅝		

Gold was worked up a fraction, through the clique manipulations, and the price ranged from 115⅝@115⅞, leaving off at 115¾, though the dealings were on a comparatively moderate scale and indicative of no very marked interest in the speculation at the moment. The Customs drain was up to $600,000, and the total coin receipts of the Treasury office from all sources were $1,244,645, as against disbursements of $163,312, including $46,000 of coin interest on the public debt. The Gold Exchange Bank clearances were $29,321,000. The Foreign Exchange market was weak through the day, and though the counter rate of prime sixty-day sterling bills was 109 sales were reported as low as 108½. Bankers' sight drafts on London were quoted at 109¾ by the leading drawers, but outside dealings were reported as low as 109½. At the close the market was somewhat firmer on a moderate inquiry. The week's produce exports from this port were to the currency value of $5,764,323, as against $4,274,943 same week last year. Money was in very liberal supply at 3@4 ₱ cent. on call, and offered quite freely at 4@6 ₱ cent. for short time loans, but was without special activity. The Discount market was easy for the best grades of Commercial paper, which were in good request at 5½@7 ₱ cent. per annum. The City Bank Currency Clearances were $67,847,508, and coin exchanges $3,634,571.

UNITED STATES TREASURY, NEW-YORK, July 29, 1873.

Gold receipts	$1,244,645 09
Gold payments	163,312 46
Gold balance	41,658,391 73
Currency receipts	357,997 22
Currency payments	216,113 07
Currency balance	27,922,300 33
Customs	600,000 00

PHILADELPHIA STOCKS—JULY 29.

Telegraphed to Messrs. E. D. Randolph & Co.

	Bid.	Asked.
City 6s, Old	97½	....
City 6s, New	101⅛	101¼
Camden and Amboy	122½	....
Pennsylvania Central	109¾	110
Reading	111	111½
Lehigh Valley	61⅛	61¼
Catawissa Preferred	42¾	43
Philadelphia and Erie	24¾	25
Northern Central	36½	....
Lehigh Navigation	39⅛	39¼
Lehigh Gold Loan	90⅞	91

The Philadelphia Bank averages this week and last compare thus:

	This Week.	Last Week.		
Capital	$16,435,000	$16,435,000		
Loans	59,996,743	60,382,983	Dec.	$386,160
Specie	321,605	320,805	Inc.	800
Reserve	15,051,022	14,849,282	Inc.	201,740
Nat. Bk Notes	1,386,682	1,241,800	Inc.	144,882
Due fm Banks	4,181,715	4,514,789	Dec.	333,074
Due to Banks	8,183,487	8,015,985	Inc.	167,502
Deposits	39,727,311	40,433,587	Dec.	705,276
Circulation	11,441,985	11,453,342	Dec.	11,357
Clearings	47,818,201	57,495,541	Dec.	9,677,340
Balances	5,674,433	6,818,261	Dec.	1,143,828

The latest Rio Janeiro Telegram of Messrs. J. M. Wright & Co. is to this effect:

"Purchases of Coffee for United States since June 21, 48,500 bags; price of American lots, 9‖800; stock, 100,000 bags; cleared for the United States—Atlantic ports, 16,500 bags; Gulf ports, 15,750 bags; loading and chartered for the United States, 11,500 bags. Flour—Richmond firsts, 24‖; Baltimore firsts, 23‖. Exchange, 26d."

BANKING AND FINANCIAL.

BANKING-HOUSE OF FISK & HATCH,

No. 5 NASSAU-ST., NEW-YORK, July 30, 1873.

We recommend to our friends and customers, for investment of surplus capital, or in exchange for Government Bonds:

THE CHESAPEAKE AND OHIO SEVEN PER CENT. GOLD BONDS; principal and interest payable in gold coin, in New-York; interest payable Jan. 1 and July 1; coupon or registered. Price **90** and accrued interest.

THE CHESAPEAKE AND OHIO RAILROAD IS A COMPLETED TRUNK LINE, BETWEEN THE ATLANTIC SEABOARD AND THE GREAT WEST, 420 miles in length, extending from tide-water, at Richmond, to Huntington, the most favorable point of railroad connection with the Ohio River, and developing the richest **Iron, Coal, and Timber Regions in the United States.**

ITS FREIGHT TRAFFIC AND PASSENGER TRAVEL are already large and remunerative, and they are increasing with a rapidity which shows the Chesapeake and Ohio to be one of the most valuable and successful railroads in the country.

These facts, together with the **thorough construction and superior character of the road itself, its advantages for economical and profitable operation, and the unquestionable security of the bonds of the Company, enable** us to recommend them with the utmost confidence.

Pamphlets containing full information concerning the road, and the country it traverses, will be furnished upon application.

We also have on hand for sale the **CHESAPEAKE AND OHIO SIX PER CENT. GOLD BONDS** at 88½, and accrued interest. Interest payable May and November. Denominations $100, $500, and $1,000 —coupon or registered.

We continue to deal in **Government Securities, and Central Pacific and Western Pacific Bonds**; buy and sell Stocks and Bonds at the Stock Exchange on commission, for cash; make Collections, receive Deposits, on which we allow interest at the rate of Four per Cent., and do a general banking business.

FISK & HATCH.

Banking-House of **HENRY CLEWS & CO.,** No. 32 WALL-ST., NEW-YORK.

Deposit accounts of mercantile firms and individuals received; all facilities and accommodations granted usual with City banks; in addition thereto interest allowed on all daily balances.

Bills of exchange drawn on England, Ireland, Scotland, and the Continent. Travelers' and mercantile credits issued available throughout the world.

REAL ESTATE MORTGAGE BONDS, COUPON OR REGISTERED, INTEREST 7 PER CENT., Guaranteed by the **EQUITABLE TRUST COMPANY,** $1,000,000 CAPITAL.

For sale at the office of the Company, No. 76 Cedar-st., New-York. JONATHAN EDWARDS, President.

BURLINGTON CEDAR RAPIDS AND MINNESOTA RAILROAD FIRST MORTGAGE CONVERTIBLE SINKING FUND GOLD SEVEN PER CENT. BONDS, (MILWAUKEE DIVISION,) COUPON AND REGISTERED. We recommend these bonds as an undoubted security, and equal to any now offered. At present price they yield more than NINE PER CENT. For sale by HENRY CLEWS & CO., No. 32 Wall-st.

EDWARD HAIGHT & CO., BANKERS, NO. 9 WALL-ST. INTEREST ALLOWED ON DEPOSITS.

FOREIGN MARKETS.

LONDON, July 29—12:30 P. M.—United States 5-20 Bonds, 1865s, old, 94½; 10-40s, 91½. Erie Railway Shares, 46¼.

3:30 P. M.—Erie Railway Shares, 47.

4 P. M.—The rate for money at the Stock Exchange on Government Securities is lower than the Bank of England rate by 1½ ₱ cent.

4:30 P. M.—Consols, 92⅝@92½ for both money and the account. Erie Railway Shares, 46⅞, new account. The amount of bullion gone into the Bank of England on balance to-day is £139,000.

4:45 P. M.—Erie Railway Shares, 47.

PARIS, July 29.—Rentes, 56f. 35c.

LIVERPOOL, July 29—12:30 P. M.—Cotton—An advance of 1-16d. is demanded for futures. Breadstuffs—The receipts of Wheat for the past three days have been 35,000 quarters, including 28,000 quarters American. The receipts of Corn for the past three days have been 13,000 quarters, including 10,000 quarters American.

2 P. M.—Sales of Cotton shipped from Savannah or Charleston, November and December, not below Low Middling, at 8⅜d.; do., not below Good Ordinary, at 8 11-16d.; shipped from Savannah or Charleston, October and November, at 8¼d.; from New-Orleans, deliverable August, not below Low Middling, at 9d.; from Savannah or Charleston, deliverable September, at 8⅞d., and from the same ports, deliverable July, at 8 13-16d.

2:30 P. M.—Breadstuffs—The market is dull. Wheat 12s.@12s. 3d. ₱ cental for Club California White; 10s. 10d.@11s. 8d. for Red Western Spring, and 11s. 10d. @12s. 2d. for Red Winter. Corn, 28s ₱ quarter. Provisions—Cheese, 62s. 6d. ₱ cwt. for the best grades of American fine.

4 P. M.—Cotton—Sales or Cotton shipped from Savannah or Charleston, deliverable October and November, at 8 13-16d., and sales of the new crop shipped from Savannah or Charleston, not below Low Middling, at 8 11-16d.

5 P. M.—Cotton—Of the sales to-day 8,500 bales were American. Trade Report—The market for Yarns and Fabrics at Manchester is firmer, and an advance is demanded, which buyers refuse.

Evening—Spirits Turpentine, 32s.@32s. 6d. ₱ cwt.

LONDON, July 29—1:30 P. M.—Sugar, 27s.@27s. 3d. ₱ cwt. for No. 12 Dutch Standard, afloat.

4:45 P. M.—Sugar, 29s.@29s. 6d. ₱ cwt. for No. 12 Dutch Standard, on the spot.

COMMERCIAL AFFAIRS.

NEW-YORK, Tuesday, July 29, 1873.

The receipts of the principal kinds of Produce since our last have been as follows:

Ashes, pkgs	82	Spirits Turp., bbls	31
Copper, bbls	387	Oil, bbls	50
Cotton, bales	959	Leather, sides	23,149
Dried Fruit, pkgs	186	Butter, pkgs	3,291
Flour, bbls	6,493	Cheese, pkgs	15,235
Meal, bbls	1,250	Tallow, pkgs	82
Meal, bags	225	Stearine, pkgs	196
Wheat, bushels	170,648	Beef, pkgs	118
Corn, bushels	131,866	Lard, pkgs	486
Oats, bushels	76,150	Cut-meats, pkgs	782
Malt, bushels	500	Lard, tcs	346
Peas, bushels	618	Lard, kegs	200
Eggs, bbls	1,415	Starch, pkgs	2,262
Beans, bbls	236	Tobacco, hhds	642
Hides, No	704	Tobacco, pkgs	248
Hides, bdls	452	Wool, bales	539
Skins, bales	203	Whisky, bbls	967
Resin, bbls	189		

The export clearances hence for European ports, as reported at the Merchants' Exchange, Pine-street, were as follows:

By the bark Hermanos, for Danzig—2,431 bbls. Refined Petroleum.

By the bark Actie, for Danzig—3,300 bbls. Refined Petroleum.

By the bark Carl Imenes, for Danzig—2,230 bbls. Refined Petroleum.

By the steamer Nevada, for Liverpool—2,216 bales Cotton, 100 boxes Prepared Corn, 400 half boxes Prepared Corn, 1,018 Wet-salted Hides, 28 boxes Clocks, 12,376 bushels Corn, 18,678 bushels Wheat, 30 bbls. Jewelers' Ashes, 31 boxes Bacon, 188 boxes Cheese, 42 bales Furs, 822 bales Gunny Cloth.

By the brig Ann Mitchell, for Danzig—1,308 bbls. Refined Petroleum.

By the bark Pim Margherita de Piemonte, for Cork and orders—24,400 bushels Wheat.

By the bark Alice Campbell, for Smyrna—142,000 gallons Petroleum, 6 pkgs. Glass-ware, 1 case Sewing-machines, 14 bales Domestics, 15 cases Tobacco.

ASHES—Pots have been in request and steady at $8 25 ₱ 100 lbs. Pearls wholly nominal.

CANDLES—Have been in limited demand, with Adamantine, 16 ounces, quoted at 19c.@20c.; Paraffine, 32c.@33c.; Sperm, plain, 30c.; Sperm, patent, 39c.@40c.; Stearic, 28c.@29c., ₱ lb.

COAL—The inquiry has been good, especially for domestic, at firm prices. Liverpool House Cannel quoted at $22; do. Gas do. at $16@$18; Newcastle at $12 25@$12 50; Anthracite, from yard, at $5 25@$6 25 ₱ ton. On to-morrow 75,000 tons Scranton Coal will be offered at auction.

COCOA—Has been very quiet, with Caracas quoted at 15½c.@16c.; Maracaibo at 30c.@35c.; Guayaquil, 10½c.@11c.; Trinidad, 12c.; San Domingo, 7c., gold, ₱ lb.

COFFEE—There has been less animation in the general market, but prices have been well supported, on reduced offerings. Sales have been reported of 842 bags Rio, by the Foam, at 18½c., gold. The stock of Rio and Santos in first hands here this morning was 40,658 bags. The week's receipts of Rio and Santos were 13,966 bags. We quote invoices thus: Rio, ordinary, 18¼c.@18½c.; fair, 18¾c.@19c.; good, 19¼c.@19½c.; prime, 19¾c.@20c., gold, ₱ lb., 60 days' credit; Rio, in lots, 18½c.@20¼c., gold; Java, 21½c.@23½c.; Maracaibo, 19c.@20¼c.; Laguayra, 19c.@20½c. San Domingo, 17¼c.@17½c., gold.

COTTON—Has been in slack demand for early delivery at about previous nominal quotations. Sales, 779 bales, including 551 bales to shippers, 210 bales to spinners, and 18 bales to speculators. For forward delivery, business has been again fairly active, with August options quoted off about 1-16c.@⅛c., and contracts for other months also weak as to price. Sales since our last of 14,400 bales, (of which 2,600 bales were last evening, and 11,800 bales to-day, with 4,800 bales more at the calls,) closing with July contracts quoted at 20 5-16c.@20 11-32c.; August, 19 5-16c.; September, 18⅛c.; October, 17¾c. @ 17 13-16c.; November, 17 9-16c.@17⅝c.; December, 17½c.@17 9-16d. The receipts at this port to-day were 959 bales, including 182 bales from Savannah, 263 bales from Philadelphia, 2 bales from Baltimore, and 512 bales per rail. The reported receipts at the shipping ports to-day were 1,249 bales, and thus far this week 6,320 bales, against 5,740 bales same time last week, and since Sept 1, 3,545,726 bales, against 2,668,757 bales same time last year. The following quotations are based on Cotton in store, running in quality not more than half a grade above or below the grade named:

Closing Prices of Cotton in New-York.

	Uplands.	Alabama.	N. O.	Texas.
Ordinary	14¼	14¼	14¼	14¼
Good Ordinary	18	18	18	18
Strict Good Ordinary	19	19	19	19
Low Middling	20	20	20	20
Middling	21	21	21	21
Good Middling	23	23	23	23

EGGS—Have been quite moderately inquired for, and quoted at from 18c.@24c. for ordinary to very choice marks of Western State and near-by stock, with the main inquiry for fair to strictly prime stock, at 19c.@22c. ₱ dozen.

FISH—A good demand prevails for the leading kinds, with Dry Cod quoted firm at from $5 50@$6 50 ₱ cwt. No. 1 Mackerel at $17@$25; No. 2 at $15@$16 50; No. 3 at $9@$13 ₱ bbl.; Pickled Herring at $3 50@$6; Smoked Herring at 25c.@28c. for Scale, and 18c. for No. 1, ₱ box.

FLOUR AND MEAL—There has been a restricted business noted in most kinds of State and Western Flour, prices of which have been weak and drooping—in some instances 10c.@15c. ₱ bbl. lower. Of shipping Extra City Mill stock has been the favorite, and has been purchased to a fair extent at the ruling figures. In other descriptions the dealings have been quite limited. The offerings of nearly all grades have been on a rather more liberal scale, and holders have been more eager to place supplies. The assortment, however, has been less attractive than usual, as few really desirable lines, particularly of shipping stock, were available, at the current quotations. Sales have been reported since our last of 12,400 bbls., all told, including No. 2 at $3 25@$4 25, chiefly $3; inferior to fancy Superfine State and Western at $4 85@$5 35, chiefly at $4 90@$5 10; inferior to good Extra State, $5 90@$6 50; good to fancy do., $6 65@$7 25; very poor to very good shipping Extra Western at $5 90@$6 45; very poor to very good shipping brands round-hoop Ohio, $6 10@$6 60, ₱ bbl. Included in the sales were 4,100 bbls. City Mill shipping Extras at current rates.

No. 2 Flour	
Sour Flour	$3 25@$4 25
Superfine State and Western	3 50@ 6 50
Extra State	4 90@ 5 35
Extra City	5 90@ 7 25
Extra Genesee	6 00@ 7 30
Extra Ohio, round-hoop shipping brands	7 30@ 9 50
Extra Western, shipping brands	6 10@ 6 60
Extra Ohio, trade and family brands	5 90@ 6 45
Extra Western, trade and family brands	6 70@ 9 50
Extra St. Louis, ordinary to fancy	6 65@ 9 50
Extra Minnesota, poor to fancy	6 75@10 50
	6 25@10 75

Southern Flour has been in slack request, and somewhat easier in price, though not offered very freely. Sales have been reported since our last of 870 bbls., in lots, at from $6 25@$7 50 for ordinary to choice shipping, and $7 50@$10 75 for ordinary to fancy Trade and Family Extras; $5 30@$6 15 for very inferior stock, ₱ bbl....Oregon Flour continues inactive and nominal, with choice Extra quoted $9 50@$9 75, and California Flour, fair to choice Extra, at $8@$9 50 ₱ bbl. ....Rye Flour has been in good request at from $4 25@$5 25 for inferior fine to Fancy Superfine; sales, 540 bbls., chiefly Superfine grades, at $4 85@$5 25 ₱ bbl. ....Corn-meal has been more active at from $3 10@3 50 for inferior to very fancy Yellow Western, chiefly $3 15@$3 25; $2 65@$3 15 for White do., chiefly at $2 75@$2 90; $3 25@$3 30, chiefly $3 30 for Jersey; $3 30@$3 35 for Caloric, and $3 80@$3 90 for Brandywine. The reported sales since our last have been 1,300 bbls., including 300 bbls. Prize Medal at $3 40, and 300 bbls. Golden Ear at $3 50....Bag-meal has been in request at from $1 05@$1 11 for coarse; $1 25@$1 30 for Yellow, and $1 25@$1 30 for White, ₱ 100 lbs.....Oatmeal quiet, at from $7@$8 75 ₱ bbl.

FRUIT | A good demand has been noted for foreign at somewhat firmer prices. Sales, 2,800 boxes Layer Raisins at $2 12½@$2 15; 1,500 boxes loose Muscatel do. at $2 50@$2 60 ₱ box; 225 casks Currants at 6¼c.; 20,000 drums Figs, here and at Boston, on private terms, now held at 9c.@10c.; 1,000 bags Brazil Nuts, 30 half-cases Leghorn Citron, and 20 casks Turkey Prunes on private terms, and 300 cases Sardines, part at 17½c. for quarter-boxes. We now quote: Layer Raisins at $2 15@$2 20; loose Muscatel do. at $2 35@$2 60 ₱ box; Valencia as 6½c.@7c.; Currants at 6¼c.; Figs at 8c.@12c.; Turkey Prunes at 17c.@17½c.; Almonds at 16c.@33c.; Filberts at 13½c.@14c.; Brazil Nuts at 6c.

GRAIN—Spring Wheat has been depressed and again quoted about 1c. a bushel lower, on comparatively free offerings, and a moderately active demand, in good part for export. Winter Wheat has attracted more attention, but has been quoted weak and irregular in prices. Sales have been reported, since our last, of 167,000 bushels, at $1 51@$1 53 for good to very choice No. 1 Milwaukee Spring; $1 43@$1 44 for fair to choice No. 2 do.; $1 40@$1 41½ for No. 2 Chicago and North-west Spring, chiefly at $1 41 for prime No. 2 Chicago do.; $1 28@$1 33 for No. 3 Spring, chiefly at $1 32 for good samples; $1 05@$1 25 for rejected and inferior Spring; $1 55@$1 58 for Red Western, chiefly at $1 57 for full boat loads; $1 60@$1 63, in part, for Amber Western; $1 70 for new crop Amber Jersey, the latter sold by Mr. H. B. Herbert to Messrs. Jewell Brothers, quality very fine; $1 75@$1 80 for new White Southern.... For forward delivery no business was reported, and quotations were more or less nominal....Corn has been offered more freely, and has been quoted less firm, leading to a fairly active business, the market closing rather more steadily. Sales have been reported, since our last, of 148,000 bushels at 50c.@55c. for inferior to very choice steamer grades of new mixed Western, chiefly at 52c.@53½c. for fair to very good samples; 46c.@50c. for heated and very poor stock; 47c.@54c. for Kiln-dried do.; 56c.@57½c. for sailing vessel grades of new mixed Western; 56½c.@59½c. for Yellow Western, chiefly at 58c.@58½c. for good samples; and, in part, 72c.@76c. for White Western. For forward delivery, prime sailing vessel mixed Western was in request at 58c.@58½c. for September options, with 60c. asked....Rye has been dull, but held more firmly at 80c. for Western, for early delivery.... For forward delivery there was some demand for prime Western, August options, at 77½c.@78c., and September at 78c.; but sellers were not disposed to accept these rates, and were not urgent in offering stock at even asking figures, which were 2c.@3c. a bushel higher than the bids....Nothing really new in Barley or Barley-malt....Canada Peas were in some demand, with bids reported of 98c., in bond, and $1 asked; no transactions reported, beyond sales of 400 bushels at the latter rate....Oats have been more active, but much lower, on quite liberal offerings, with sales reported since our last of 97,000 bushels at 41c.@42½c. for Mixed Western, chiefly at 41c.@41½c. for fair to good samples; 40c.@41½c. for Black do.; and 44c.@50c. for very poor to choice do., and 42c. for Mixed State....Feed has been in moderate request at $18@$23 ₱ ton....The stock of Grain in store in New-York and Brooklyn warehouses embraced 266,620 bushels Wheat, 1,269,173 bushels Corn, 195,906 bushels Rye, 8,592 bushels Barley, 866,257 bushels Oats, 233,136 bushels Malt, and 22,094 bushels Peas.

Stock of Grain in store in New-York and Brooklyn Warehouses:

	1873. July 28. Bushels.	1873. July 21. Bushels.	1872. July 24. Bushels.
Wheat	266,620	271,612	146,187
Corn	1,269,173	1,175,245	1,150,477
Oats	866,257	772,483	1,567,226
Barley	8,592	8,592	47,176
Rye	195,906	155,296	175,859
Peas	22,094	34,999	35,455
Malt	233,136	237,538	167,362
Grand total	2,861,778	2,411,765	3,289,762

GUNNY BAGS AND BAGGING—Have been quiet, but quoted firm; Bags ruling at 14½c.@15c.; Bagging at 10c.@10½c.; Domestic Cloth at 13¾c.@14c. for prompt deliveries.

HAY AND STRAW—Bale Hay has been moderately active, with prime to choice lots, for local use, quoted at from $25@$33; good do. do. at $22@$24; shipping stock at $18@$20 ₱ ton. Straw in limited request on the basis of $18@$19 ₱ ton.

HEMP—Sisal has been salable and steady; 600 bales were placed at 8c., gold, 60 days. Jute has been more active with sales reported of 2,000 bales at 3½c., gold. Of Jute Butts further sales of 900 bales were made at 1⅞c.@2c., currency, cash. Other kinds in rather slack demand, yet quoted steady in price, including American at $115@$120 for Undressed, and $180@$225 for Dressed, ₱ ton; Manila, 10½c.; Sisal, 8c.@8¼c., gold; Jute, 2½c.@4¾c.; Jute Butts, 1⅞c.@2c., currency, ₱ lb.; North River Flax, 15c.@18c.; Western, 14½c.@16c.; Canadian, 15c.@18c.

METALS—Copper has been decidedly more active, and quoted stronger in price, with sales reported of 3,000,000 lbs. Lake at 27c.@27½c. for prompt, and 28c. for forward deliveries....Iron has been in comparatively fair demand, and quoted firm, with sales reported of 150 tons Scotch Pig, in lots, at $45 75 for Glengarnock, and $44 for Eglinton; now quoted higher; 400 tons No. 2 American Pig at $44. We now quote: Eglinton Pig at $45; Glengarnock at $46@$47; No. 1 American Pig at $45@$48; No. 2 do. at $43@$45; Wrought Scrap at $46@$48; English Rails at $65@$68, gold; American Rails, at works, at $75@$80; Old Rails, $50@$52. Pig-lead has been inactive, with foreign quoted at 6¾c., gold, for ordinary....Spelter has been very quiet at 7⅛c.@7¾c., gold....Pig-tin has been in slack demand, with Straits quoted at 31½c.@31¾c., with English at 29c., and Banca at 35c., gold. Sales, 5 tons English at 29c., gold. Tin Plates have been in fair request, but at easier rates, with sales reported of 500 boxes Charcoal Terne on private terms; 1,500 boxes Coke at $8 75, and 300 boxes Coke Terne at $8 50, gold. Charcoal Plates quoted here at $11@$11 37½; Charcoal Terne, $9 75@$10 25; Coke Terne, $7 75@$8 50, gold, ₱ box....Zinc dull and wholly nominal.

MOLASSES—Has been very sparingly dealt in since our last within the previous range for foreign. Of New-Orleans, 30 bbls. fancy quality sold, in lots, at 85c.@87½c. ₱ gallon. We quote: New-Orleans, inferior to very fancy, at from 60c.@87½c.; Porto Rico at 30c.@60c.; Cuba at 18c.@38c.; English Islands at 28c.@45c. ₱ gallon.

NAVAL STORES—Resin has been more active and quoted steady on the basis of $3 05@$3 10 for Strained. Sales have been reported since our last of 3,150 bbls. Strained to good Strained at $3 07½@$3 15; 2,600 bbls. No. 2 at $3 12½@$3 25; 600 bbls. No. 1 and Pale at $3 75@$4 25; and at Wilmington 1,500 bbls. Strained at $2 50, and two cargoes on private terms. Tar has been quiet and unchanged. Spirits Turpentine has been inactive and quoted at 43c.@43½c. ₱ gallon.

OILS—There has been a good demand noted for Crude Whale, for manufacturing purposes, at former figures; 2,000 bbls. Northern and 125 bbls. South Sea sold at New-Bedford on private terms. Crude Sperm has been inactive at previous rates; 180 bbls. sold at New-Bedford, for manufacturing, part at $1 40. Manufactured Whale and Sperm quiet, but steady. Linseed-oil in moderate jobbing demand at somewhat easier figures. Lard-oil less sought after, yet held with confidence. Menhaden dull and irregular. Cotton-seed attracting less attention. Other kinds tame and rather weak. We quote: Crude Whale at 58c.@65c.; Bleached Whale at 70c.@72c.; Crude Sperm at $1 40@$1 42½; Unbleached Sperm at $1 62½@$1 65; Bleached at $1 67½@$1 70; prime to very choice Lard-oil at 69c.@75c.; Red Oil at 48c.; Saponified do., 50c.@51c.; Linseed-oil, in job lots, at 94c.@95c., in casks and bbls.; Olive-oil at $1 15@$1 20, in casks; Menhaden at 40c.@41c.; Crude Cotton-seed at 44½c.@45c.; Yellow and White at 54c.@62½c. ₱ gallon; Palm-oil at 8½c.@8¾c.

PETROLEUM—Crude, in bulk, has been inactive at 7⅝c....Refined has been more sought after, and sales have been reported here of 1,000 bbls. for early delivery at 17½c.; 450 bbls. do. at 17⅞c.; 5,000 bbls. do. at 17¾c., and 5,000 bbls., first half of August, at 17¾c..... Refined at Philadelphia quiet at 18c. for early delivery, and 17⅞c.@18c. for August and September options..... Refined, in cases, quoted at 22¾c.@23c.....Naphtha, 10c.

PROVISIONS—Pork has been moderately sought after, for early delivery, at rather easier prices; sales have been reported since our last of 450 bbls. new Western Mess at $17 25@$17 35; 50 bbls. Family at $17 50; 50 bbls. City at $18. For forward delivery, there has been a moderately active movement noted, embracing sales of 1,250 bbls. new Western Mess, July options, at $17 25, and 1,000 bbls. do., August, at $17 25....Dressed Hogs have been in less demand, and quoted at from 6½c.@7½c. ₱ lb....Cut Meats have been quoted at about former prices; sales have been reported of 1,000 Pickled Shoulders at 9c.; 15,000 lbs. Bellies at 11c.@12lbs., at 9¼c.; and sundry other small lots of Bulk Meats at previous figures....Bacon has been quoted rather weaker in price, on freer offerings of stock and a restricted inquiry; sales, 500 boxes Long Clear at 8½c.@8¾c.....Lard has been in less demand, and less firm as to price, with sales reported for early delivery of 100 tcs. new Western Steam at 8 7-16c.; and 500 tcs. City do. at 8⅜c. And for forward delivery, sales were made of 2,000 tcs. Western Steam, August options, at 8⅝c.@8¾c.; 1,250 tcs. do., September, at 8¾c.; 500 tcs. do., October, at 8 15-16c., and 500 tcs. do., February, at 8½c....Beef has been quiet to-day, yet quoted steady, within the range of from $8 25@$10 75 for new Mess; $10 75@$12 75 for new Extra do. ₱ bbl....Tierce Beef has been more active at $16 50@$20 for prime Mess, $20@$23 for India Mess, and $22 50@$25 for Extra India Mess. Beef Hams inactive within the range of $18@$29 for very inferior to choice brands. ....Butter has been in good demand, especially the better qualities, and prices have been well supported. We quote at from 24c.@31c. for fair to choice State; 31c.@35c. for choice to very fancy lots, and 14c.@21c. for Western, chiefly within the range of 16c.@18c. for fair to good; 21c.@25c. for fancy do.; 8c.@8½c. for Grease stock....Cheese has been in quite active request, and held with decidedly more firmness. State Factory, poor to very fancy, quoted at from 8½c.@14¼c., chiefly at 13c.@13½c. for fine, and 13¾c.@14¼c. for strictly fine shipping qualities; State Dairy at 6½c.@13¼c.; Western product at 9½c.@13½c. for ordinary to very choice Factory; 4½c.@7c. for Skimmed stock, ₱ lb.

SALT—Has been in demand and quoted steady, including Liverpool Ground at $1 40@$1 42½ ₱ sack; $2 25@$3 30, from store; Syracuse Ground at $1 30@$1 40; Factory Filled at $2 25; Bulk, 35c.@40c.; Coarse, 46c.; Turk's Island, by the cargo, at 28c.@29c. and from store at 32c.@35c.

SALTPETRE—Has been quite dull at 7c., gold, ₱ lb.

SOAP—Foreign stock has been quiet; domestic product in moderate demand. We quote Castile at 9½c.@9¾c.; Colgate's Pale, 7¾c.; Family, 8¼c., and No. 1, 6¼c. ₱ lb.

SPICES—Have been offered with reserve, and have been in good request at firm rates. Mace quoted at $1 30@$1 35; No. 1 Nutmegs at $1 01@$1 02½; Cassia at 25c.@25½c.; Cloves, 26½c.; East India Pepper at 18¾c.@20c.; Pimento at 11¼c.@11½c.; Ginger at 10½c.@12c. ₱ lb., gold.

SUGARS—Holders of Raw have been firm in their views, and not remarkably urgent in their offerings of stock, anticipating an early revival of the demand, which to-day was comparatively limited, especially so on refining account. Sales have been reported since our last of 742 hhds., and 803 boxes, including 300 hhds. good refining Cuba at 8½c.; 473 boxes Centrifugals at 9 3-16c.; 225 boxes do. on private terms; 18 hhds. Demeraras, to the trade, at 10½c.; 424 hhds. about scant good refining Cuba, (placed some days since, but not previously made public,) at 8 1-16c.; and 105 boxes Molasses Sugar at 7¾c. ₱ lb. We quote: Fair refining Cuba at 7⅞c.; good do., 8⅛c.; prime do., 8¼c.; No. 12 Box Clayed stock at 8¾c.; Centrifugals, Nos. 10 and 13, 8½c.@9¼c. Refined Sugars have been in moderate demand, with Powdered quoted at 11c. Crushed at 11c.; Granulated at 11⅛c.; A's, 10½c.@10¾c., and Yellow at 9½c.@10¼c. ₱ lb.

TALLOW, &c.—A moderate inquiry prevailed for Tallow at firm rates; sales, 73,000 lbs. at 8½c.@8⅝c., chiefly at 8½c. ₱ lb....Of Stearine, 25 hhds. sold on private terms, and 100 tcs. at 9c....And of Grease, 200 tcs. Yellow at 6¼c. ₱ lb.

TOBACCO—Trade has been on a moderate scale, since our last, yet prices have been quoted steady. The export demand has been checked, in part, by the scarcity of freight room. Sales have been made of 300 hhds. Kentucky at from 7½c.@16c.; 300 cases 1872 Wisconsin Seed Leaf at 6¼c.@6¾c.; 80 cases 1872 Ohio at 6½c.; 100 cases 1871 Sundries at 15c.@25c.; 50 cases 1870 do. at 8c.@9c., and 200 bales Havana at 80c.@95c. ₱ lb. We quote:

	Light Grades.	Heavy Grades.
Lugs	7c. @ 8¼c.	7½c.@ 8½c.
Common to Medium Leaf	8½c.@ 9½c.	9c. @10½c.
Good Leaf	10c. @10½c.	11c. @12c.
Fine Leaf	11c. @12c.	12½c.@13c.
Select Leaf	12½c.@13c.	13½c.@15c.

And 1871 Seed Leaf thus: Connecticut and Massachusetts Fillers, 11c.@14c.; Seconds, 12c.@25c.; Wrappers, 40c.@45c.; Selections, 60c.@75c.; New-York Fillers, 10c.@11c.; Wrappers, 18c.@35c.; Assorted lots, 11c.@14c.; Pennsylvania Fillers, 10c.@14c.; Wrappers, 22c.@60c.; Assorted lots, 18c.@25c.; Ohio Fillers, 5c.@8c.; Wrappers, 18c.@35c.; Assorted lots, 9½c.@12c. And 1872 Seed Leaf as follows: Connecticut Fillers, 8c.@10c.; Connecticut Seconds, 18c.@22c.; Pennsylvania Assorted lots, 9c.@20c.; Ohio Assorted lots, 5½c.@7½c.; Wisconsin Assorted lots, 5¾c.@6½c. Havana Tobacco as follows: 75c.@$1 10, currency. Yara—Assorted, 95c. And Manufactured thus: Black Work, common to medium, 16c.@18c.; good and fine, 20c.@25c.; Bright Work, common, 20c.@25c.; good and fine, 30c.@45c., ₱ lb.

WHISKY—Sales, 350 bbls., in lots, at 95½c.@96½c., closing at 96½c. ₱ gallon, showing a further improvement.

FREIGHTS—A comparatively fair demand has been noted for berth room, chiefly for Grain, Cotton, Cheese, Bacon, Tobacco, and Resin, at about previous quotations. In the chartering line, there was more animation, vessels for the Grain and Petroleum trades having been in good demand, with rates, however, quoted somewhat irregular....For Liverpool, the reported engagements since our last have been, by sail, 1,000 bbls. Resin at 4s. 4½d. ₱ 280 lbs.; and by steam, 16,000 bushels Corn, at 12½c. ₱ bushel; 1,100 bales Cotton, at 9-32d.@3-16d. ₱ lb.; 11,000 boxes Cheese, at 70s.; 550 boxes Bacon, at 50s.; 1,000 Hides and 50 bales Furs on private terms; 260 hhds. Tobacco, at 50s.... For London, by steam, 250 tcs. Pork and 100 tcs. Beef, at 9s. ₱ tierce; 150 bales Hair at 70s.; 8,000 bushels Corn at 13¼d.; 5,000 bushels Wheat at 14d., ₱ bushel; 250 hhds. Tobacco at 55s. Also, a Norwegian bark, 446 tons, with about 3,000 bbls. Petroleum, at 7s., or, if to Liverpool, at 7s. 3d. ₱ bbl. And the British steam-ship Petersburg, 1,609 tons, placed on the berth for general cargo.... For Glasgow, by steam, 16,000 bushels Grain, reported at 11½d. ₱ bushel; 300 boxes Bacon at 50s.; 2,000 boxes Cheese at 70s. ₱ ton....For Cardiff, an Austrian bark, 397 tons, hence, with about 2,500 quarters Grain at 8s. 3d. ₱ quarter....For Cork and orders, an Italian bark, 457 tons, hence, with about 3,100 quarters Grain, at 9s.; another, 577 tons, hence, with about 3,800 quarters do., (a recharter,) at 8s. 7½d.; another, about 600 tons, hence, with about, 4,000 quarters do., (a recharter,) at 8s. 6d.; another, 442 tons, hence with about 3,000 quarters do., (a recharter,) at 9s., and £10 gratuity; another, 473 tons, (to arrive,) hence with about 3,200 quarters do., (a recharter,) at 8s. 9d.; another, about 390 tons, (to arrive,) hence with about 2,500 quarters do., at 8s. 9d. ₱ quarter. Also, a French bark, 633 tons, with Wheat from San Francisco on private terms....For Antwerp, by sail, 8,000 bushels Wheat, 8,000 bushels Rye, 1,000 tcs. Lard, and 500 bbls. Resin on private terms; and by steam 16,000 bushels Wheat on private terms, and 16 tons Wet-salted Hides at 52s. 6d....For Cronstadt, a Norwegian bark, 483 tons, with about 3,500 bbls. Crude Petroleum from Philadelphia, at 8s. 3d. ₱ bbl....For Marseilles, an American brig, 298 tons, hence with about 2,250 bbls. Petroleum, at 7s. 5d. ₱ bbl., and an Italian bark, 554 tons, hence with 430 hhds. Kentucky Tobacco, at 60s., and about 12,000 Staves, for stowage, at $30....For Havre or Bordeaux, a Norwegian bark, 696 tons, hence with about 4,600 bbls. Crude Petroleum, at 7s. 3d. ₱ bbl....For Gibraltar and orders, an American bark, 514 tons, hence with about 3,500 bbls. Petroleum, at 7s. 9d. ₱ bbl....For Leghorn, an American brig, 297 tons, hence with about 1,900 bbls. Alcohol, at 7s. 9d. ₱ bbl.... For Cardenas and back, an American brig, 375 tons, at $7 50.

LAW REPORTS.

COURT CALENDAR—THIS DAY.

SUPREME COURT—CHAMBERS.—Held by Pratt, J.—19, International Trust Company vs. Wilson et al.; 55, Stephens vs. Foley; 67, In the matter, &c., Miller; 69, In the matter, &c., Miller; 73, Market National Bank vs. Schoonmaker; 97, Brennan vs. Roche; 104, Jones et al. vs. Butler et al.; 172, Williams vs. Kimball; 179, Tyng vs. Fields; 185, Dallamore vs. Mitchell; 186, Western Railroad Company vs. Bayre; 189, Dellamore vs. Duncan et al.; 190, International Trust Company vs. Wilson; 206, Fowler vs. The Mayor, &c., of New-York; 210, In the matter, &c., Palmer vs. Green; 211, Cameron vs. Herne et al.; 235, White vs. Livinston; 238, Bell vs. Bell; 244, St. Patrick's Mutual Alliance Association vs. O'Connell et al.; 275, Mapleaden vs. Dohenwend; 276, Brown vs. Peters.

DECISIONS.

SUPERIOR COURT—SPECIAL TERM.

By Judge Freedman.

Lounsberry *vs.* Potter; order granting extra allowance.

The First Baptist Church of Harlem *vs.* Coles et al.; order granted.

By Judge Sedgwick.

O'Donnell *vs.* Lindsey; judgment signed.

Lecomte *vs.* Markert; judgment signed.

Driscoll *vs.* The West, Bradley & Co. Manufacturing Company; findings and conclusions settled.

COURT OF COMMON PLEAS—SPECIAL TERM.

By Judge Larremore.

Halbe *vs.* Langentach. See memorandum.

THE STATE OF TRADE.

CHICAGO, July 29.—Flour firm and in fair demand; light offerings; sales of Extra Spring at $6@$6 50; good to fancy Minnesota, $6 25@$7 75. Wheat buoyant and unsettled for spot or seller July, quiet and weak for seller August; sales of No. 2 Spring at $1 21¼ spot; $1 13⅛, seller August; No. 1 Spring steady; sales of New at $1 25; No. 3 Spring, $1 04½; Rejected, 90½c. Corn advanced and in fair demand at 35½c.@35⅝c. for No. 2 Mixed Regular; 36c.@36¼c. for fresh spot; 35⅞c. bid, seller August; 37⅛c., seller September; Rejected, 33c.@33¼c.; High Mixed, 37c. Oats opened firm but closed dull; sales of No. 2 at 26⅜c., spot; 25⅛c.@26⅞c., seller August; Rejected, 25c. Rye firm and in fair demand; a shade better; sales of No. 2 at 56½c. Barley dull and nominal for spot; dull and easier for futures; sales of No. 2 Fall, seller September, at 79c. Provisions quiet and unchanged. Pork—An advance asked, but none established; sold at $15 50 spot. Lard dull and lower at 7⅝c., cash; sales of Summer at 7½c. Bulk Meats steady at 7⅛c. for Shoulders; 8⅞c. for Short Rib and Short Clear Middles, loose. Bacon steady; quotable at 8½c. for Shoulders; 9⅞c. for Clear Rib Sides; 10¼c. for Clear Sides. Sugar-cured Hams sold at 13c.@15¼c. Whisky firm at 93c. Freights—Corn to Buffalo, 5¼c. Receipts—6,000 bbls. Flour, 38,000 bushels Wheat, 269,000 bushels Corn, 59,000 bushels Oats, and 1,000 bushels Rye. Shipments—2,000 barrels Flour, 3,000 bushels Wheat, 146,000 bushels Corn, 19,000 bushels Oats, and 1,000 bushels Barley.

ST. LOUIS, July 29.—Flour quiet and unchanged; business small. Wheat very firm; closed higher; sales of new No. 3 Fall at $1 25, closing at $1 27½; No. 2 Red Winter, $1 40@$1 41, closing at $1 45. Corn firmer, closing higher; sales of No. 2 Mixed at 39c.@40c. in elevator, cash; 39½c. seller July; 38c. seller September. Oats firmer at 29c.@30c. for No. 2, cash, in elevator; 27½c. seller September; 33c.@34c. for sacked. Rye firm at 63c.@65c. Whisky firm at 91c. Pork quiet at $16 50 for fancy. Dry-salted Meats firm; sales of loose Clear Sides at St. Joseph at 9c. Bacon firm; a good jobbing and order trade; sales of Shoulders at 8⅜c.; Clear Rib Sides, 10c.@10¼c.; Clear Sides, 10¼c.@10½c. Lard quiet; sales of small lots Refined at 8½c. Hogs quiet at $4@$4 40. Cattle in good demand; Texans range from $1 75@$4 80; Native Cows and Heifers, $2 10@$4; medium to choice Steers, $3 70@$5 60. Receipts—3,000 bbls. Flour, 30,000 bushels Wheat, 40,000 bushels Corn, 9,000 bushels Oats, 1,000 bushels Rye, 1,100 Cattle.

BUFFALO, N. Y., July 29.—Lake and Rail Imports for the last twenty-four hours—6,477 bbls. Flour, 114,775 bushels Wheat, 211,122 bushels Corn, 47,071 bushels Oats. Canal Shipments—39,430 bushels Wheat, 44,542 bushels Corn, 14,962 bushels Oats. Rail Exports—20,400 bushels Wheat, 51,021 bushels Corn, 58,948 bushels Oats. Canal freights strong; Wheat, 10¼c.; Corn, 9¼c.; Oats, 6½c.; boats are asking ½c. higher. Flour quiet; Western Spring, $6 50@$7; Bakers', $7@$8; Amber, $7 50@$8 50; White, $9@$9 25; Wheat quiet; no sales reported; quoted Milwaukee No. 1 Spring, $1 42; Milwaukee No. 2 Spring, $1 32@$1 33; Chicago No. 2, $1 30; White Canada, $1 65@$1 73; White Michigan, $1 70@$1 75. Corn dull; sales, 16,000 bushels No. 2 Mixed Western at 44c.; 8,000 bushels in lots at 44c.@44½c.; 2,800 bushels per sample at 39½c.@40c. Oats quiet; sales, 14,000 bushels on private terms; 700 bushels Milwaukee No. 2 at 37c.; 500 bushels No. 2 blown at 38c. Barley quiet; Canada, 80c. Rye nominally 73c.@75c. Barley-malt steady; prime Winter Western, $1 15@$1 20; prime Canada, $1 25. Other articles unchanged.

OSWEGO, N. Y., July 29.—Flour has declined 25c. ₱ bbl. on all grades; sales 1,700 bbls., at $7 75 for No. 1 Spring; $8 75 for amber Winter; $9 75 for white Winter; $10 25 for Double Extra. Wheat dull and market easier; sales 1,000 bushels amber Michigan at $1 70; 2,000 bushels No. 1 Milwaukee Club at $1 48; 1,500 bushels prime white Canada at $1 85; 1,000 bushels choice Canada at $1 95. Corn dull and unchanged; sales 2,000 bushels No. 2 at 52c. Oats quiet; sales 1,100 bushels Western at 43½c.@44c. Corn-meal—$1 15 for Bolted, $1 10 for Unbolted ₱ cwt. Mill-feed unchanged; Shorts, $19@$20; Shipstuffs, $20@$21; Middlings, $21@$22 ₱ ton. Canal Freights—Wheat, 7½c.; Corn and Rye, 6¾c., to New-York; Lumber, $3 25 to the Hudson, $4 25 to New-York. Railroad Freights—Flour, to Philadelphia, 60c.; to Boston, 50c.; to New-York, 40c.; to Albany, 36c. Receipts by Lake—40,000 bushels Wheat, 1,393,000 feet Lumber. Shipments by Canal—3,000 bushels Wheat, 695,000 feet Lumber.

BALTIMORE, July 29.—Flour unchanged, quiet, and steady. Wheat active and firm; choice White, $1 75; fair to prime, $1 60@$1 70; choice Amber, $1 65; good to prime Red, $1 58@$1 63; common to fair do., $1 40@$1 55; Western Red, $1 48@$1 53. Corn nominal for Southern; White Southern, 85c.; Yellow do., 58c.@59c.; Mixed Western dull at 58c.@56½c. Oats weak; Southern, 43c.@45c.; Western Mixed, 41c.@43c.; do. White, 44c.@45c. Rye dull at 65c. Hay unchanged. Provisions strong; stock scarce and none offering. Bulk Meats—Shoulders, 8⅛c.@8½c.; Rib Sides, 9⅞c.; Clear Rib Sides, 9¾c.@10c. Bacon—Shoulders, 9½c.; Rib Sides, 10½c.; Clear Rib Sides, 11c.@11¼c. Sugar-cured Hams, 14½c.@16½c. Lard dull at 8¾c.@8½c. Mess Pork, $17 50. Western Butter steady and in fair demand; good to choice, 18c.@21c. Whisky firm at 96½c.

LOUISVILLE, July 29.—Flour nominal; demand light. Wheat firm; sales at $1 20@$1 30 for Red and Amber. Corn firm and in fair demand at 55c.@56c. for sacked. Oats firm and scarce at 44c.@46c. for Prime, sacked. Rye dull at 60c.@65c. Barley nominal. Provisions steady. Pork sold at $16@$16 50. Bacon in fair demand at 8⅞c.@9c. for Shoulders, 10½c.@10¾c. for Clear Rib Sides, 10⅞c. for Clear Sides, packed. Sugar-cured Hams sold at 14½c. Lard—Plain, 13c.@13½c. Bulk Meats sold at 8c. for Shoulders, 9½c. for Clear Rib Sides, 9⅝c. for Clear Sides, loose; ¼c. higher for packed. Lard sold at 9c.@9½c. for Tierce, 10c. for Keg. Steam; small order lots ½c.@¼c. higher. Whisky dull and declining at 91c.@92c.

CINCINNATI, Ohio, July 29.—Flour dull at $5 40@$7 75 for New and Old. Wheat steady at $1 25@$1 30. Corn in fair demand and firm at 43c.@45c. Rye quiet at 70c.@72c. Oats firm and in fair demand at 33c.@43c. Barley dull and nominal. Butter steady. Pork nominally held at $16; offerings light. Lard dull and nominal; Steam and Kettle, 8½c. Bulk Meats strong; Shoulders, 7⅝c., with sales generally held at 7¾c.; sales at 8c., buyer August, or seller September; Clear Rib Sides, sales at 9¼c., offerings light; Clear Sides, sales at 9⅝c.; held at 9½. Bacon strong with considerable sales; Shoulders, 8⅜c.; Clear Rib Sides, 10¼c.; Clear Sides, 10⅝c., with sales of each. Whisky firm at 91c.

PHILADELPHIA, July 29.—Petroleum—Crude, 10⅛c.@12⅛c.; Refined, 18c. for July, 17⅞c.@18c. for future months. Groceries unchanged. Flour very dull; Superfine, $3 50@$4 50; Extra, $4 25@$5 25; State, Ohio, and Indiana Extra Family, $7 50@$8 50. Wheat dull and declining; Red, $1 55@$1 58; Amber, $1 60 White, $1 65@$1 70. Rye dull at 77c.@78c. Corn—Business small; quotations lower; Yellow, 58c.@60c.; Mixed Western, 56c.@57c. Oats weak; White, 50c.@51c.; Mixed, 40c.@44c. Whisky very firm at 95c.@96c. Alcohol, 77c.@85c., for City, 78c.@83c. for Western.

NEW-ORLEANS, July 29.—Corn quiet; Mixed, 60c.; White, 72c. Oats, 42c.@43c. Bran, 80c.@85c. Hay dull; Prime, $22; Choice, $25. Pork dull at $17. Dry-salted Meats firmer; Shoulders, 7¾c. Bacon firmer; Shoulders, 9¼c.@10¼c.; Hams, 15¼c.@16c. Sugar dull; good to fully fair, 9c.@9⅝c. Other articles unchanged. Exchange—Sterling, 128; New-York Sight, ⅛ premium. Gold, 15¼c.

CLEVELAND, July 29.—Wheat quiet; sales of new No. 1 Red at $1 37; No. 2, $1 24. Corn and Oats unchanged. Petroleum dull and lower.

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MISCELLANEOUS.

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The New-York Times.

NEW-YORK, WEDNESDAY, JULY 30, 1873.

AMUSEMENTS THIS EVENING.

WALLACK'S THEATRE.—Mimi—Mr. Dion Boucicault, Miss Katharine Rogers, Miss Effie Germon.

WOOD'S MUSEUM.—Dramatic Performance and Curiosities—Afternoon and evening.

CENTRAL PARK GARDEN.—Summer Night's Concert by Theo. Thomas' Orchestra.

LION PARK.—Military Concert by the Saxon Band.

THE NEW-YORK TIMES.

THE NEW-YORK TIMES is the best daily family paper published; it contains the latest news and correspondence; all objectionable advertisements are rigidly excluded; and it has a constantly increasing circulation among the most respectable classes of the community.

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The Daily Times, per annum, including the Sunday Edition	$12
The Daily Times, per annum, exclusive of the Sunday Edition	10
The Sunday Edition, per annum	2
The European Edition, per annum, postage extra	3
The Semi-Weekly Times, per annum	3
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We cannot, under any circumstances, return rejected communications, nor can we undertake to preserve manuscripts.

TO ADVERTISERS.

☞ For the accommodation of up-town residents, advertisements for insertion in THE TIMES will be received at No. 54 West 32d-st., junction of Broadway and 6th-av.; No. 308 West 23d-st., opposite Grand Opera-house, at same rates as are charged at office of publication.

A petition has already been presented to the Governor for the pardon of the assassin, FRANK WALWORTH. Mr. CHARLES O'CONOR has doubtless had another opportunity of proving that parricide deserves to be included among the greatest virtues of mankind, and that the murderer for whom he offered so remarkable a defense is really an ornament to the "queen city and chief mart of the New World." It is to be hoped, however, that the Governor, who has probably been brought up in a different school of morality, will decline to be influenced by arguments of a stamp which would ruin the chances of any young man beginning his career at the Bar. Age and reputation give great privileges to lawyers, but even Mr. O'CONOR could not afford to make many more such speeches as that which he delivered on the trial of WALWORTH. We shall not presume to point out what is the Governor's duty in this affair; but it is *our* duty to state that, should WALWORTH be released, it will be the greatest blow to law and order ever delivered by the Executive of this State. We might as well open the doors of Sing Sing at once and let everybody out. Honest people might then ask to be taken in, as the only available place of shelter against the ill-used class to which WALWORTH belongs.

When a working man neglects his own trade and takes to "politics," the chances are that he will do politics no good, and inflict great injury upon himself, and still more inexcusable injury upon his wife and children, if he have any. Of this truth Mr. ODGER supplies a fresh illustration. As a shoe-maker, he might have been a success; but he went into business as an "agitator," and the result is that his affairs stand thus, as disclosed before a Bankruptcy Court: Debts, $4,865, gold; assets, $30, gold (we have turned the English money into dollars.) ODGER'S entire stock in trade, as a boot-maker, is only worth £6; yet he has run into debt to the tune of pretty nearly a thousand pounds. Regenerators of society should remember that honesty was one of the principles occasionally taught under the old-fashioned dispensation. Before a man begins to upset governments and topple over thrones, he should learn to pay his way, and manage his own household—which is *his* little kingdom—in such a manner as not to bring it to poverty and shame.

The way in which assessments for improvements are evaded by many property-owners is partially explained in our columns to-day. A thriving business is done by some lawyers in this field, but an immense additional burden is thrown upon the City. If we mistake not, the Mayor himself is to be numbered among the property-owners who have contrived to get their assessments "vacated." We hope soon to have some more detailed information to place before the public on this subject.

A well-known physician of this City, who has had opportunities of studying the cases of "cholera" in a Western city, sends us to-day some notes of his observations. Our correspondent entertains no doubt that genuine Asiatic cholera has made its appearance in many parts of the country, and non-scientific men cannot, of course, dispute his authority. At any rate, the attacks of the disease are always to be traced to bad water or bad drainage, and no decided epidemic seems to have made itself visible. There is need for the utmost vigilance of our Health Board, and we hope it will not relax the efforts it began last week.

The bill of costs for the proceedings to acquire title to the land for the widening and straightening of the King's Bridge Road, from One Hundred and Fifty-fifth-street to the Harlem River, a distance of four miles—proceedings which have been in progress for the last three years, under the direction of EDWARD BOYLE as surveyor—came before the Court in June for taxation. The amount of costs claimed was $129,993 65. Under the Tammany rule the taxation of this bill would have been moved by GEO. PURSER before either BARNARD or CARDOZO, and, after a few minutes' hearing, the whole amount would have been allowed, and paid out of the City Treasury. But a Reform Judge sent the bill to Mr. WM. M. PRITCHARD, referee, for investigation. Mr. DEXTER A. HAWKINS was employed as counsel on behalf of the City. The reference occupied one month, and yesterday the referee made his report, taxing the bill at $73,923 54—being a reduction of $56,070 11, and a saving of just that amount to the tax-payers. This is a reduction of 44 per cent., and is just about the average percentage of difference between the costs of a Reform City Government and a Tammany City Government. EDWARD BOYLE is the same gentleman who for five years of street-opening surveys under Tammany rule, was paid $287,789 19, besides a large number of bills for curbing, guttering, flagging, paving, and grading. It is good to be a surveyor.

In the First, Third, and Fifth Wards of this City, the Romanists are making determined efforts to found schools of their own, and close the regular public schools if they can. In Brooklyn, as will be seen from a statement in our paper to-day, the same system is being adopted. The question is, no doubt, a very difficult one to deal with, but one thing is certain—it cannot be shirked much longer by those who are desirous of keeping in existence our present public school system.

People who dye their hair had better take warning by the fate of ANGELINA BROWN, a young person who recently went to an English Magistrate for advice. She wished to have golden hair, and applied to some well-known hair-dyers to effect the required alteration. They gave her a bottle of hair-dye which she carefully applied. The first result was that her hair came out in "large quantities," and her "head was so tender that she could hardly touch it." Poor ANGELINA was then recommended to try another preparation, which she did, and that turned what little hair she had left very red—not "golden" at all. She went with her bald pate to a magistrate, and he told her he could do nothing for her. He could not bring her hair back, nor could he render the remains less "carroty." Hair-dyeing here must be more successfully managed, or we should not see so much "golden hair" about.

In the cable summary of President MACMAHON'S message proroguing the French Assembly, the only thoroughly objectionable reference is his expressed resolve to "insure the maintenance of respect for the authority of the Assembly." This simply means the enforcement of a very oppressive law against the newspapers who criticise the Assembly adversely, or who report the speeches of opposition orators having a similar purport. It will be considered treason against the sovereign power to declare the fact that the Assembly no longer represents the public sentiment of France, and the declaration that the Assembly having done all that it was commissioned to do, ought now to dissolve, will equally expose the newspaper that makes it to prosecution. The President can hardly be held responsible for this law, but he is clearly enough in perfect sympathy with those who made it.

Battles are always coming off in Spain, but appear to pass over without hurting anybody. The details of the triangular war between the adherents of the Government, the Irreconcilables, and the Carlists are becoming so exceedingly involved as to defy any sort of analysis. As to the general reader feeling the slightest interest in these details, that is clearly out of the question. The news from Spain has also the perplexing peculiarity of repeating itself. The Carlists are announced to-day as being in course of concentration around Logrono. About twelve days ago they were said to be marching on the same place, and as all the forces available for an attack on Logrono can be found within a radius of forty miles from it, their movements must either be very erratic or very slow. Berga has been under siege any time during the last three or four weeks. Once it was said to have been captured, and to-day comes the report that the siege had been raised by the Carlists. VON MOLTKE'S *mot* about a conflict between two armed mobs has a very obvious application to the war in Spain.

MISDIRECTED ENERGY.

Some ingenious politicians of the far South are busy framing devices for getting rid of what they are pleased to call "the rule of the nigger and the carpet-bagger." Two of these devices are worth noting. One originates with that chivalric person, Mr. RHETT, of New-Orleans. This gentleman proposes to send a delegation to Paris to ask Marshal MACMAHON to assume the government of Louisiana in the name of France, by authority of a clause in the original treaty of cession, which guaranteed to the then residents of Louisiana equal rights with other American citizens.

This device is defective in two respects. The first is that the residents of Louisiana have equal rights with other American citizens. Mr. RHETT not only enjoys the rights of person and property to which more peaceable Americans lay claim, but he has the special privilege of abusing those who differ from him in his newspaper, and then satisfying their complaints by killing them with a double-barreled shot-gun at forty paces. If the citizens of Louisiana, as represented by Mr. RHETT are not contented with this measure of equality, they will not fare much better in France.

The second defect in Mr. RHETT'S little plan is, perhaps, hardly worth pointing out, but as one of his Democratic brothers has taken the trouble to do so, we will mention it. It is that the clause to which RHETT refers only guaranteed the rights of Louisianians until the Territory was admitted as a State. This, Mr. RHETT may remember, was done some years since, and though the Secessionists at the time of the war, and Mr. SUMNER at the close of the war, tried their best to get the State declared no longer a State, neither succeeded. Mr. RHETT will therefore have to bear with such relief as occasional shot-gun practice on his political opponents will afford his present political condition. As he can vote and be voted for, sue and be sued, buy property and hold it, and go his ways in peace like any other American—however much he may disgrace the name—we should say he could stand living in Louisiana, at least as well as Louisiana can stand him. Nevertheless, if he insists on his proposition, it would be a good idea for him to head a delegation to France, provided he would engage to remain there till the Marshal President gave heed to his requests.

The second project for restoring the departed glory of the first families of Southern politicians is to carve out new States in such a way that the "niggers" shall be left by themselves in the old States, while the new ones shall be inhabited in the main by men of unadulterated Southern blood. A sample of these proposed States was described in our paper yesterday. It was to be made up of the Southern part of Tennessee and the northern part of Mississippi. In this case the "relief" sought for was for Mississippi, which is about equally divided between blacks and whites, is pretty strongly Republican, and is becoming gradually more and more so. The difficulty with this plan is much the same as with RHETT'S. It will not work. No new State can be made out of the parts of old States without the "consent of the Legislatures of the States concerned, as well as of the Congress." So says section 3 of article 4 of the Constitution of the United States, an instrument which our Southern friends have not yet obtained the right to ignore. In this case the consent of Mississippi could not be obtained, nor could the consent of Congress. Neither would establish a policy openly avowed to have the single purpose of erecting Democratic States. Even the Southern schemers and dreamers must see that such an open prostitution of the powers of Congress and the Legislature to partisan ends—especially to the ends of rival partisans—would be out of the question. The fact is that blacks and whites must live together in the South, and the sooner that fact is recognized as an unchangeable one, the better for all concerned. It is consoling to believe that the plans for avoiding this inevitable fact are gradually becoming more and more fanciful, and must, even in the South, command less and less attention.

THE LITTLE WAR IN AFRICA.

We recently referred to the progress of hostilities on the Gold Coast of Africa, and showed the danger to which the British power in that region was exposed, owing to the warfare waged by the Ashantees against the rival negro tribe of Fantees, who are the allies of Great Britain. Later dispatches from the Gold Coast take up the narrative where we left it, and show that the British authorities had extricated themselves pretty successfully from a somewhat threatening peril. It should be premised that the coast region between Liberia and the mouth of the Niger is now under the exclusive protectorate of Great Britain. A glance at existing maps will show along this stretch of country of about 100 miles various strips of color, indicating the trading stations of Dutch, Danes, and French. Practically all of these have recently been transferred to Great Britain. In the Ashantee territory the Dutch were, until recently, paramount. The seat of their power was at Elmina, a negro town of a few thousand inhabitants. A diplomatic exchange was effected with Holland, in virtue of which England ceded to the Dutch certain rights over the Island of Sumatra in return for Holland's share of the "protectorate" of the Gold Coast.

The Acheenese war followed the establishment of the supremacy of Holland in Sumatra, and an Ashantee war has accompanied the British inheritance of exclusive authority on the Gold Coast. The Ashantees were not consulted in the bargain made between the European "protectors," and as they saw in the advent of British power a fresh source of strength to their hereditary foes, the Fantees, they took the earliest opportunity of showing their opposition to the transfer of authority. During the first week in June the Ashantees had invaded the Fantee country, had totally routed the forces opposed to them, and showed a disposition to lay a regular siege to the British head-quarters—Cape Coast Castle. A few hundred black troops, with their quota of British officers, formed the garrison of Cape Coast Castle, and the resources of the settlement were put to a severe strain by some thirty thousand Fantee refugees having been driven within the British lines. With provisions running short, and a scarcity of water imminent, the prospect of famine and pestilence was a still more threatening danger than an attack from the Ashantees. When things looked about their worst, a British frigate with two or three gunboats came to the relief of Cape Coast Castle. Col. FESTING was in command of the marine artillery and infantry on board of the *Barracouta*, and he at once assumed the direction of the military operations. He had a little over five hundred men possessing arms of precision, and he seems to have handled his small force with great judgment.

The town of Elmina, lately transferred from the Dutch, was partly loyal and partly in sympathy with the Ashantees. The rebellious part was separated from the loyal half by the river which bisects the town. By means of boats from the men-of-war, marines and colored troops posted on shore, aided by some Fantee auxiliaries under King AGUAFOO, the disaffected part of Elmina was closely invested. The people were then summoned to give up their arms, and the women and children were warned to leave before the place was bombarded as a penalty for refusing to submit. Twenty minutes of a bombardment sufficed to set the town on fire in various places. Meanwhile, the Ashantees, nowise dismayed by the display of British force, were advancing to the relief of their friends in Elmina. The marines in the boats were disembarked, and Col. FESTING prepared to give the warlike tribe a warm reception. There were about 2,000 of the savages, and they made a good stand, but the quick and fatal volleys from the Snider rifles proved too much for the flint-lock muskets with which they were armed, and they were compelled to retreat in confusion.

The British commander, thinking the savages had got enough for one day, sent most of his marines on shipboard again with all dispatch. Quinine had been served out to them before going into action, and quinine was served out again in retiring from it. The malaria of that fatal coast has powers of destruction as insidious as they are deadly, and the Europeans were only too glad to see what was supposed to be an end of their work by afternoon of a blazing tropical day. The last boat-loads of marines were preparing to leave, and the little garrison of the fort of Elmina had just settled down to a nap, when the signal was given that the Ashantees, this time to the number of 3,000, were again advancing to the attack. A reduced force of some 330 drilled soldiers, assisted by some native police, was quickly got into position. The Ashantees opened the attack with spirit, and tried to turn the British flank, but being unexpectedly confronted in the latter movement, they began to give way. Their retreat was conducted in perfect order, however, even under the deadly fire of the Sniders, and it was only when they reached the bush, about three miles behind the town, that they broke and fled in confusion. Among the killed were four out of their six chiefs—one of them being a nephew of the King. The first engagement cost the savages twenty to thirty men, and the second about 200, and yet by the latest accounts the King and his chiefs had decided, after a "long palaver," to renew their project of attacking Cape Coast Castle. An enemy like this may cost Great Britain as much to subdue as a force ten times as strong in a temperate climate. They cannot be pursued into the bush by Europeans, and their native enemies are neither armed nor drilled so as to render them certain of overcoming the acknowledged military supremacy of the Ashantees. Clearly, we have not heard the last of the little African war.

DEATHS BY DROWNING.

To judge from the daily reports of deaths by drowning, this season has been particularly unfortunate for bathers. Whether it is that they are more reckless, or that the undercurrents are more treacherous, we cannot say, but it would probably be safe to assume that the cause is in an equal degree attributable to both these circumstances. This conclusion seems a fair one, considering the fact that in a majority of cases, those who have lost their lives have had a reputation for bold and graceful swimming. After the first few baths, either in the ocean, the lake, or the river, the most nervous person will gradually become courageous, and strive to perform feats that would seem impossible to him if contemplated on dry land. To dive well is considered by some young men as no mean accomplishment. Others have a partiality for "steam-boating." We make special reference to these two feats for the reason that they are proved to be the most dangerous of all. In order to be able to remain sufficiently long under the surface of the water, it is necessary that the diver shall have good lung power. When not so provided he runs the risk of exhausting himself in going down, and of becoming asphyxiated in the endeavor to return. A great many small boys and young men have been drowned in attempting to imitate companions with broad chests. In some instances, even when they succeed in regaining the surface without having lost consciousness, the vital power has been so strained that they are unable to reach the shore. Most of those who have been in the habit of watching bathers have, at some time or other, witnessed cases of this nature. They are the commonest. What is called "steam-boating" is dangerous only when practiced at too great a distance from land. Where the water is not more than chest deep it may be indulged in with safety. To be done successfully the swimmer requires to make a very rapid motion, or, in other words, to beat the water into foam with hands and feet. A person not capable of forming an accurate judgment as to the length of time he could continue such an exciting amusement would very naturally be in danger of overdoing it. If far from shore, he would, unless endowed with extraordinary presence of mind, become paralyzed with terror, and sink almost instantly. In similar circumstances, near shore, he would get upon his feet and seek his dressing-box as quickly as his feeble condition permitted.

The foregoing facts cannot be too carefully committed to memory by bathers. It is the duty of parents to impress them upon their children. Fathers are too apt to say, "Boys will be boys anyhow, and one might as well try to pull down the sky as to prevent them from endangering their lives every minute and hour of the day." They do not, of course, love their children any the less for this display of recklessness in referring to them. On the contrary, they love them all the more; but the trouble is that most fathers appear to be imbued with the notion that boys who are not wild and "enterprising" seldom grow to be strong, healthy men. Young and middle-aged bathers should be warned by the events of the past few weeks. As we have before remarked, the proportion of strong and bold swimmers who have been drowned during the time specified has been much larger than usual. Among the number were clergymen of different denominations, lawyers, business men, and even doctors of medicine. In most of the cases it is fair to suppose that drowning occurred through under-currents. This should not be forgotten. The swimmers were doubtless no more venturesome than they had been in former years. Their custom had been to plunge in vigorously, and to swim a given distance without stopping. In returning, the swimmer was checked by the force of the under-current, violent efforts to get out produced cramps, and asphyxia followed.

Now, to some, we have no doubt, the enjoyment of lake, river and sea bathing would be greatly lessened, if not entirely destroyed, if they were obliged to look for danger at every turn; but the majority, we think, would find the pleasure heightened by the assurance that through observing certain conditions they would be as safe in the water as upon the land. If every bathing-place were properly secured by nets, stakes, and ropes, so that the under-current could not prevail, there would, of course, be no necessity for caution; but as there seems to be no immediate prospect that the property-owners interested will go to the expense of providing these safeguards, bathers who have any desire to remain in the flesh will do well to be content with a dip in water that does not reach higher than the neck.

THE MANDAMUS BUSINESS.

The issuing of mandamuses against the Controller, as the guardian of the public Treasury of the City and County of New-York, has come to be almost as great a public evil as was that of the issuing of orders of injunction and the appointment of receivers, under some of the late Tammany judges. The writ of mandamus is now being used as a sort of judicial crowbar, to force an immediate entrance into the public Treasury, and enable parties to obtain prompt payment, without due investigation, of great numbers of doubtful, if not fraudulent, claims.

In a well-ordered community, with a discreet judiciary, the writ is used against the custodian of the public money with great caution, and is usually made returnable at the next term of the court, which is frequently several months off. This enables the public officer to investigate the claim with that care and thoroughness which the public interests require; but in this City there is presented the extraordinary spectacle of an almost daily issue of mandamuses from the Supreme Court, Superior Court, and the Court of Common Pleas against the Controller, and made returnable, not in three months, but often in three days, requiring him to investigate in a few days claims amounting to hundreds of thousands of dollars of extreme intricacy, and where frauds and overcharges are so carefully braided and twisted in with honest items that often months of the most skillful scrutiny are required to detect and eliminate the frauds thus attempted upon the Treasury.

The Controller, in the regular administration of his office, is called upon to sign his name about sixty thousand times a year. To prevent frauds of $20,000,000 a year upon the public Treasury, such as a Tammany Controller and Tammany Mayor permitted to go through, it is necessary that the Controller should examine every paper and account before he signs the warrant for its payment. To do this, he labors constantly from early in the morning until late at night and should have the countenance of all honest citizens and the assistance of the courts, instead of being annoyed and harassed by a daily avalanche of writs of mandamus returnable at the shortest notice.

IMPROVEMENTS IN TRAVELING.

Many of the railroad companies pretend to have made great improvements this year in their arrangements for Summer travel. These claims, we think, are, in the main, well founded. As a general rule, cars are handsomer, tracks smoother, the connections of different lines closer, and the facilities in regard to tickets and baggage more perfect than ever before. Looked at simply as a means of getting with as little trouble as possible from one point to another, our systems of traveling are constantly improving, and certainly afford a most favorable contrast to what they were a half or even a quarter of a century ago.

But the convenient and rapid transportation of an individual and his baggage is not the only object to be aimed at in traveling. To most persons, indeed, this must always be the principal thing. The great majority of passengers travel for purposes of business, or for some other end than enjoyment of the journey, or the information they may pick up on the road. Even this class might often regard themselves a little less than they do in the light that they would so many barrels of flour, to be taken up at one place and set down at another, without any particular use for either eyes or ears in the meantime. But, however that may be, there are many passengers who are not included within this class, large as it is, but who travel mainly for the advantages they expect to derive from the journey itself.

An old-fashioned post-coach, with its leather cushions, its rattling wheels, and its motion like that of a gigantic rocking-chair, was, doubtless, in many respects, a very inferior vehicle to the present style of passenger-cars on our best railroads. A plain village tavern, forty years ago, with its absence of napkins, its two-pronged steel forks, its feather beds, and its low ceilings, was an exceedingly primitive affair compared with the hotels of lofty staircases and splendid prices which now invite the weary traveler's cash. But people who rode in stages and put up at country taverns got a much better idea of the region through which they were passing, and its inhabitants, than travelers generally do at present. Who, for instance, learns anything about Western New-York in going by rail from Albany to Buffalo? How much can a man see of Pennsylvania in a railroad ride from Philadelphia to Pittsburg? He sees, indeed, something of the scenery—that is, he is whisked through Chester Valley, along the Juniata, over the Alleghanies, and down the Conemaugh; but of the people and their customs, the agriculture, the manufactures, and the mineral resources, he generally learns no more than an individual walking in at one end of a college building and out at the other would learn about geometry or Greek. And yet an intelligent stranger, if he were to travel in the old-fashioned slow manner through Western New-York or through Pennsylvania, might obtain a great deal of knowledge well worth acquiring. It is true, he would experience more jolting and other discomforts than by the present methods of conveyance; but he would escape entirely many inconveniences, and learn almost as much as he now has generally an opportunity of doing by staying quietly at home.

There is no probability of anybody setting up a line of stages on one of our great thoroughfares. Going over these routes in the old way is, therefore, not a practicable thing, and nobody in this generation would be willing to try it if it were practicable. But it is not at all impossible for tourists to go more slowly, and diverge more frequently than they now do, from the paths which, if we may use such a figure, have had all the grass trodden off their borders. One of the most profitable tours that we can think of, both for health and information, would be to get a pair of stout horses and a strong, light carriage, and travel for a month or six weeks through some part of the country not much frequented by fashionable tourists. We would not recommend this to people of small means, or those who cannot eat fried ham, for horses are expensive, and the fare in out-of-the-way country taverns is not always what the families of rich city merchants are accustomed to. But to those who have the means, and would not be seriously troubled by the incidental discomforts, such a route, if judiciously chosen, would often be productive of far more benefit, both physical and intellectual, than a railroad tour five times as long. There is an immense deal to be seen within two or three hundred miles of this City, and a very large portion of the most valuable part of it cannot possibly be seen by merely riding on express trains and stopping at large hotels.

AMUSEMENTS.

NOTES AND ANNOUNCEMENTS.

The Olympic Theatre is to be reopened on Monday evening next. On the Monday following the Vokes Family will appear at the Union-square Theatre, and a week later Niblo's will be opened for the season....The drama of "The Skeleton Hand," in which Mr. G. C. Charles fills the principal part, is the present theatrical attraction at Wood's Museum, day and night....A variety performance of a very comprehensive kind, in which the Marteen Family and thirty or forty well-known artists are to be concerned, will occur at the Athenæum Theatre (No. 585 Broadway) to-morrow evening. The proceeds of the affair are to accrue to "Leo," a crippled gymnast. "Leo," after an accident which befell him in Philadelphia, was, we are told, left destitute by his employer and teacher, who furthermore, it is averred, appropriated to his own use money resulting from a benefit representation arranged for the sufferer. The story is a sad one.... Mr. W. R. Mansell, of the New-York Lyceum Theatre, returned from Europe Monday, and purposes to open his elegant house on Sept. 8, with Halliday's version of the French drama founded on Hugo's *Notre Dame de Paris.*

HOW ASSESSMENTS ARE "VACATED."

The term "Vacation of Assessments," as many of our readers are aware, is the legal phrase to denote the removal of the payment of an assessment for the improvement of property from the owner and its imposition upon the City tax-list. For instance, Mr. Astor, we will suppose, owns a large number of houses and lots on Varick-street; so, likewise, does Trinity Church and various other parties. In process of time the pavement must be relaid, or the sewer rebuilt, to pay for which a pro rata tax is assessed upon all the real estate benefited by the improvement. The list is accordingly prepared by the Assessors in due form, mapped and numbered, and presented for confirmation to the Board of Audit. In regular course these assessments should be paid by the owners of the property; but just at this point sundry lawyers make their appearance upon the scene to prevent the payment of the assessment. Through some alleged technicality or informality the owners are persuaded to place their cause, i. e., the evasion of payment, in the adroit lawyer's hands, who promises to deliver them from paying the assessment, provided they will pay the lawyer twenty-five per cent. of the amount for his legal services. Sometimes the lawyer's agent will visit in succession all of the property-holders who may be included in the Assessors' list. The temptation to evade payment of the whole tax to the City, by paying one-quarter to the lawyers, is too great for most of the owners of property, and frequently the entire list, or nearly all of the names of those assessed, are found in the list of applicants for vacation of their assessments. Let us suppose, for instance, the case of the paving of Varick or Thirty-fourth-street, and that an assessment of $50,000 has been laid upon the property-holders on those streets. By paying the lawyers the sum of $12,500 they evade the payment of the $50,000, which, consequently, is thrown upon the already enormously overburdened tax list of the City, and the people at large must pay for the improvements of a locality in many cases owned by men of vast wealth and abundantly able to pay for those improvements.

In this manner, to gratify the greed of cunning lawyers, who have taken advantage of the cupidity of property-holders, the taxes are increased, and the property, which has been enhanced in value by the improvements, escapes from its just share of the payment of the expense incurred. The Controller, we believe, has tried by every means in his power to put a stop to this evil, but in vain. Orders from the Supreme Court are showered upon him constantly, compelling him to vacate the assessments of applicants whose names would, we think, surprise the not over easily surprised citizens of New-York. It would scarcely be credited that some of the wealthiest property-holders of our City would resort to such measures in the present condition of the Municipal finances. Yet such is the fact. When the report of the Controller on the subject is given to the City we think that many people will desire to offer some plausible excuse for appearing in such guise. In many cases it is the rich who appear in the character of wholesale vacators of assessments, while those of moderate means and small property-holders are found to have paid their assessments in the regular course. We have been told that the method by which these assessments are vacated is one of those master strokes of the Ring which enabled the ring leaders to give employment to a host of contractors of the "right stripe" who in turn gave employment to swarms of laborers who voted the "right ticket" and who were adroitly led to where their votes "could do the most good," and while appearing to make the owners of property responsible for the improvements, was cunningly framed to enable astute lawers to impose the burdens upon the City at large. Whichever way we view it, it would seem there is scarcely a limit to the ingenuity of the Ring in devising methods of plundering the City. It is to the honor of Mr. Green that he is as indefatigable in ferreting out their rascalities as he is in resisting them. In the case of the "vacation of assessments" we understand that he has exerted the force of his will, and every appliance in his power, against the practice, and only yields to the compulsory orders of the Supreme Court. He would hold the large property-holders to the performance of their duties, and not allow them, from any alleged informalities or technical oversights in a statute, to shirk their assessments and throw the cost of improvement, which enhances the value of their property, upon the tax-payers generally.

LETTERS FROM THE PEOPLE.

NOTES OF THREE OR FOUR DAYS WITH ASIATIC CHOLERA IN A WESTERN CITY.

To the Editor of the New-York Times:

Arrived late in the evening; found all the physicians to whom I had letters were out professionally. Left letters with word that I wished no attention socially, but would like to see their most marked cases; those about which there was no doubt as soon as convenient; that I would be at the health office next morning probably from 9 A. M. to 12 M. Next morning about 10 A. M., while at the health office, notices were received of a group of cholera cases; went with health officer, and found one young man in one room dead on ice, blue, shriveled; his face, feet, hands, arms, and legs [illegible] blue and shriveled. He had been attacked at [illegible] July 4, was very sick at midnight, and was dead at 8 A. M. July 5. He had had cramps, rice-water discharges, and full collapse. In one corner of the same room was lying his brother, who had been well up to 1:30 A. M.; was in full collapse when I saw him at 10 A. M., and he died at 2 P. M. Both of these were sober, healthy, and remarkably vigorous young men. In another corner of the room lay, probably, the innocent cause of these two deaths, viz., the old father, who had been attacked on June 28, rallied, was now in a doubtful state, but finally sank a few days afterward.

In an adjoining house a similar scene had been enacted a short time before. A father was attacked and recovered; his son died. A woman was attacked and recovered; a man died in two days. All these cases, and others which grew out of them, could be traced to communication with another affected house in a somewhat remote street. They were all related to and visited each other. The sick-room was airy, the poison was diluted, the epidemic was about approaching its end for the present, and the treatment was skillful—for a number of cases, which grew out of the above, recovered. Some were attacked at first with cramps, others with diarrhea, others with rice-water discharges from the beginning, others with vomiting, and in others it began as regular cholera morbus. At least fifteen to twenty cases could be grouped around this focus or center.

Went to a hotel in which the store-keeper had died, and another servant was sick. The fatal case had been reported as cholera morbus. The place was perfectly clean and safe, as both the physician and hotel-keeper knew that the disease was real cholera, and were taking every precaution.

Visited a steam-boat from Memphis on which seven cases and two deaths had occurred. Stopped the infected clothing from being sent on shore. Found that the officers were fully aware of the dangers of using foul drinking water, and warned them of that of Memphis in particular. They had a very ingenious method of purifying water.

Went to the largest and finest hospital; found but two or three cases, but these were not isolated from the other patients; no care taken of their discharges; the water-closets were very foul and offensive. Warned the superintendent, who promised to isolate the cases, disinfect the discharges, and keep the closets clean. This hospital has, I believe, escaped; but another, which doubtless thought such precautions unnecessary, has since lost one of its physicians, one of its Sisters of Charity, and several of its inmates.

Was invited at night, which was dark and rainy, to go down into the swill-milk quarter; found a woman dead in one house, and a healthy, strong man, who had been quite well at 7 A. M., was now in full and fatal collapse at 9 P. M. On my return with the two doctors in attendance to their office, we found messengers waiting for them to go to another case, which we immediately did, and found a man who had been sick a *few* weeks before, but who had apparently recovered, was now in full and hopeless collapse; he was unconscious, but fearfully oppressed; blue, shriveled, cold, pulseless, and nearly dead. His wife, who had attended upon him in the earlier part of his sickness, was in another room, and in such a hopeless condition that no one dreamed of disturbing her peaceful condition by any foolish attempts to cure her.

The health officer and the doctor who attended the first set of cases, and the two doctors who saw the last, all pronounced these cases undoubted Asiatic cholera. They were all familiar with the disease, had seen it, some in 1854, others in 1866, and had not a doubt about the matter. The death certificates made out "Asiatic cholera."

Other isolated cases were seen; many physicians were interviewed; much valuable information was obtained from the health office; maps of the city were prepared, in which every case, from the first recorded one to the latest, were marked in their proper place.

For several days I saw as many and heard of more cases than were daily reported from the health office; but as the undertakers apply for their permits rather deliberately, those who see the patients during life, or shortly after death, of course know of more cases than the health office does; and this furnishes no reason to charge bad faith there.

I noticed that disinfection was not carried out so skillfully and actively as in New-York, and fear that there must be many infected things, persons, and places, which the heats of Summer may again render active and dangerous.

J. C. P.

THE STALL NUISANCE.

To the Editor of the New-York Times:

Can't your valuable and influential paper assist residents of Brooklyn, and all others who have occasion to pass daily to and from New-York, in ridding us of the offensive and disgusting nuisance of outside or sidewalk stands around Fulton Market?

In the morning, after the refreshing sail over the river, to get on the shady side we must pass through that pest place—steaming coffee boiling, sickly-looking pie and crullers, and the gutter odors, are enough to make one sick. Then the projection of the booths into the street incumber it to such an extent as to make it very dangerous to cross, the wagons, [illegible] are so compact.

Look at the booth encumbering the street at the corner opposite the main passenger entrance.

The proposition to put the sidewalk stands on stilts will be unsightly and disgusting.

This is the principal route to our homes after a day of toil. Let us have it abated. If we wish to make any purchases on our way home, we can go elsewhere. Rid us of the disgusting nuisance and do away with the incumbrance, that we shall not have so much risk in crossing the streets, as there will not be if the vehicles have more space.

ANCHOR.

NEW-YORK, Tuesday, July 29, 1873.

POLICE SURGEON.

To the Editor of the New-York Times:

I confess to having something more than curiosity excited by your very able articles on the subject of the new arrangements effected by the Police Commissioners in the department of their medical officers.

As I understood the case, the old board of experienced surgeons, who had been found thoroughly efficient, were removed to give place to a staff of comparatively unknown men, far superior in numbers, but lacking that professional standing which should certainly be indispensable in public medical officers.

In spite of the large increase of numbers, the staff was found to work so unsatisfactorily that the Commissioners washed their hands (after their own fashion) of the affair, and handed over the whole responsibility to the illustrious originator of the scheme, Mr. Charlick.

Under a plea of curtailing expenses we have been foisted upon us a system which, if pursued, will undoubtedly cost us twice, if not three times, as much as the old plan, and a body of men, whom it is alike our duty and our interest to provide well for in cases of accident or sickness, are placed at the mercy of a staff of medical men whose position in their profession fails to command confidence in their ability.

To me it appears that the arrangement was at best but a bungling attempt to secure economy by inefficiency, and as a matter of course the failure of any beneficial results, except to the impecuniosity of the new staff, has been the consequence, and this was clearly shown by your correspondents at the time.

As an honest and firm advocate of reform, the whole affair was justly denounced by you as a job; and echoing your powerful voice, public opinion responded that a job so palpable should not be tolerated.

I have waited and watched with some anxiety to see how long such an outrage on tax-payers and police themselves would be tolerated; but all is quiet save the congratulations of Charlick's new board over the steady-flowing current of incoming dollars.

Is it possible that this monstrous scheme of a single man in power is to ride rough shod over public opinion without further protest? or has public opinion sunk, after its first burst of indignation, into that proverbial apathy which is its greatest reproach? I await your reply and remain

Your respectful INQUIRER.

NEW-YORK, Tuesday, July 29, 1873.

NEWSPAPERS AT LONG BRANCH.

To the Editor of the New-York Times:

To give you an idea how intelligent the boarders of this (Howland's) hotel are, the following will be sufficient. Yesterday (Sunday) morning there were sold in this house eighty TIMES to eleven *Heralds*. I rejoice in the increased circulation of THE TIMES. Yours truly,

R. J.

LONG BRANCH, Monday, July 28, 1873.

THE CHILDREN'S FUND.

We have to acknowledge the receipt of the following additional contributions to the Children's Excursion Fund:

Theodore Roosevelt	$250 00
J. F. Wart	10 00
P.	50
Total	$260 50
Previously recorded	8,312 31
Aggregate of Fund	$8,572 81
Amount expended to date	3,934 93
Balace in hand	$4,637 88

On Saturday next the seventh excursion will occur, when the Fourth Ward children will be taken from their unhealthy homes in the tenement quarters for a pleasant sail up the Sound to Oriental Grove. Other picnics will follow in regular order each week during the month of August, and we may have to give more than one a week before the series close. On Saturday, Aug. 9, a Newsboys' Excursion will be given, in order that a most deserving class of street children may enjoy the benefits of the Fund.

THE RHODE ISLAND VETERANS TO-DAY.

All the Governors of New-England have accepted the invitation to be present, with their personal staffs, at the clam-bake of the Rhode Island Veterans, to-day. Speaking of the affair, the Providence *Journal* says: "The Executive Committee have nearly completed the arrangements in detail, and everything bids fair to make it the most brilliant gathering ever had in New-England. The Ancient and Honorable Artillery, with the Newburyport Veteran Artillery, will arrive in one special train over the Boston Road, and they will be accompanied by the Governors of Maine, Vermont, and Massachusetts. The Amoskeag Veterans come by special train over the Worcester Road, accompanied by the Governor of New-Hampshire. The Putnam Phalanx will also come by special train, meeting at 8:30 A. M., and taking their breakfast in the cars. Gov. Ingersoll and staff will come with them."

THE OLD CATHOLICS.

The Düsseldorf correspondent of the *Guardian* says: "The Old Catholic movement is slowly rooting itself. We have to record two successes this week. In Essen, a stronghold of Roman influence, a congregation is established and a priest found. Divine service is to be begun forthwith, in the Protestant Church of St. Paul, and Herr Hoffmann, (another new name) is elected pfarrer for five years. Then, in Breslau, service is also begun in the Church of St. Bernard, granted by the town council. Notwithstanding the carefully diffused declaration on the part of the clergy, that all who attended this service were *ipso facto* excommunicated, the church has been filled to overflowing. The third Old Catholic Congress is fixed for Sept. 12–14, at Constance. The order of proceeding is the same as last year at Cologne—public meetings and sessions of delegates with the invited guests."

THE TURF.

RACING AT SARATOGA.

A RAINY DAY AND MUDDY TRACK—JOE DANIELS WINS THE SARATOGA CUP.

From Our Own Correspondent.

SARATOGA, Tuesday, July 29, 1873.

Various circumstances preceded the races announced for to-day which had the effect of greatly lessening the interest in them. Last evening, when the time came for naming the starters, McDaniel would not say positively whether Harry Bassett would go to the post or not, and his refusal was accepted quite generally as a declaration that his great horse would not enter the contest. Business had been wisely withdrawn and entered for the selling race, and, with only Joe Daniels, True Blue, and Wanderer left as competitors for the Saratoga Cup, the race, which was expected to be one of the most interesting in the series, became a very lame affair, as nearly every one believed that in such a contest Wanderer would have a walk over. The course of McDaniel, in declining to name his starters, was quite freely discussed, and elicited so much feeling that Underwood refused to sell any pools on the race while it was uncertain whether Joe Daniels and Harry Bassett, or the former alone, would represent the McDaniel stable. It was asserted by the partisans of the McDaniel confederacy that both the horses would start; but, in the absence of official information to that effect, the matter was left in doubt, to the intense disgust of the sporting men, who had thousands ready to wager upon Bassett or Wanderer.

But there was the dash for two-year olds, and the selling race for all ages left, so that the people who must back their opinion of the capacity of a horse with their money had abundant opportunity for investment. The withdrawal of the cup race from the pools probably had the effect of whetting the appetite for betting, as the pool-selling on the other races by both Underwood and Johnson was exceptionally brisk. Both at Morrissey's and the Arlington, pools were sold during the evening at a lively rate, Belmont's stable being the favorite in the first race, and Artist in the other. But there was brisk bidding on Hunter & Travers, occasioned by the fact that one of their two-year olds, in King Pin, a full brother of Kingfisher, the betting men arguing that if blood will tell this colt should be the winner. In the selling race Business found heavy backers, despite his bad conduct in a race at Long Branch; Ortolan was a favorite with many, while Chickabiddy, Bingaman, and Gray Planet were not without friends. The other horses named as starters sold in the field together, and did not seem to have inspired much confidence among the men who find amusement, if not profit, in handing their money around among themselves on every race. When the pool selling ceased for the night, some of those who were new to the sport made the discovery that by investing on Artist at Underwood's and against him at Johnson's they might have had a chance of winning largely without the risk of losing anything. Going to the old sports with this discovery their verdancy was sadly deplored, and they were informed that what they supposed was unnatural and strange was a common occurrence. This was only one of the humors of pool selling. When the horses were at the starting post, the other day, in the contest between Bassett and Crockford, some sanguine friends of the former ran him up and bought him at $910. Perfectly certain of winning, they, therefore, bid up Crockford with the expectation that his friends would take him at any price. But in this they were disappointed, as he was left on their hands at $1,185. They considered their speculation spoiled by what they supposed a costly joke they had played upon themselves; but they came out better than they intended, as Crockford won and they got over $700 which had been wagered upon the other horses. This incident of luck running against the grain is only one of many which might be given, but it is enough to show that although wisdom comes from the mouths of babes it does not always control the action of those who bet on horse races.

Although the weather had been so doubtful, when noon arrived 2,500 people, including at least 1,000 ladies, were seated on the benches of the grand stand, and the sporting fraternity had mustered in force on the quarter-stretch. The sky was overclouded again, but the wind was in the right quarter, and no fears were entertained of another downfall of rain. The jockeys came out for weighing for the two-year olds, and the starters were found to be Hunter & Travers' King Pin, Vesta, and Vengeance; Belmont's King Amadeus and Steel Eyes; Morris' Regardless, and colt by Monday; Littell's Brother to Inverary, and Denison & Crawford's Juliana. The colts were unusually quiet. None of them displayed any fractiousness as they were exercised in the loop previous to the start, until they were gathered at the post, when the usual scenes of many false starts were enacted. But at last they got off in splendid style. There was one minute, twenty-two and a half seconds of intense excitement as the colts rushed down the loop, and then around the track to the finish, where Steel Eyes, Morris' Monday colt, and King Amadeus came in almost together, but according to the decision of the judges, in the order named. By the time this race was over, the rain, despite the wind being favorable, began to fall, and a heavy shower came up, heating the atmosphere, as these rains seem always to do, and spoiling the track, which had been in tolerably fair condition. It was announced that the race would be postponed half an hour, and meantime pool-selling went on with vigor, Wanderer being the favorite, and it not being generally known whether Bassett would be in the race or not. Meantime the horsemen on the stand talked gloomily over the uncertainties of racing. To-day the favorite (from Belmont's stable) won, and on Saturday the favorite had been badly beaten in every race. It was also remarked that blood will not always tell, as King Pin, despite his high pedigree, was left in the bunch. People not interested pecuniarily in the result, talked with much sympathy of the bad luck which had attended the Saratoga meeting as to weather, two of the three days having proved as bad as it would have been possible to select out of the whole year. After an hour had passed in this way without any sign of the rain ceasing, Mr. Morrissey, who will never allow an audience to be disappointed by postponing a race over the day, went across to the Judge's stand, and the bell was rung to bring the horses to the starting-post. The first thing next seen was the jockey of Wanderer carried across the track on the back of a stalwart negro in order that his boots might be kept clean, and next it was found that Bassett was to start, as he appeared on the track with Joe Daniels. Next came True Blue, and finally Wanderer—the object of so many hopes. Meantime the rain poured heavily, jockeys, attendants, and horses being thoroughly drenched. When the start was about to be made the rain increased in volume, and was accompanied with thunder and lightning, but also with a brightening of the sky, which was hailed as a cheering sign that the end of the storm was near. And the sign was not deceiving, as when the start was actually made the rain had entirely ceased. The track was, however, in miserable plight, being fetlock deep in mud and water, making any fast time impossible. From the details of the struggle given below it will be seen that it was one of great interest from the start, and it was watched from the beginning with intense anxiety. As the fortunes of the horses changed during the contest cheers went up from the grand stand. The great favorite, Wanderer, from the start disappointed his friends, at no time gaining on his rival Bassett. But the race throughout was a brilliant one, the four horses keeping well together. When yet three-quarters of a mile from the finish the hopes of the backers of Wanderer were utterly blasted, as that animal fell to the rear, and was practically out of the race. Henceforth the contest was between Joe Daniels, Harry Bassett, and True Blue. They came to the finish in this order amid the shouts of the spectators, and another great victory was scored for the McDaniel stables. Joe Daniels came in with himself and his jockey covered with mud from having been kept in the rear during most of the race, and when he came back to the judges' stand, was again greeted with cheers. The last race was run in sunshine, and being won by Chickabiddy in 2:13¾, the audience at last dispersed at about 3 o'clock, having enjoyed great sport in spite of the most execrable weather in which races were ever run.

THE SARATOGA STAKES.

The proceedings opened with the youngsters in the Saratoga Stakes, of three-quarters of a mile, which had closed with thirty-eight nominations. The distance of this race was formerly a mile, but in 1867 it was altered to three-quarters. The first contest for this stake was at the inaugural meeting of the Saratoga Association in 1864, when there were twelve subscribers and three starters, and it was won by Saratoga, by imp. Knight of St. George, owned by John Hunter, in 2:08½. In 1865, it again fell to the lot of Mr. Hunter to win the stake with Ulrica, by Lexington, beating four others, in 1:51¼. There were but nine nominations. In 1866, Col. P. C. Bush brought out Redwing, by imp. Balrownie, and she beat her four competitors, in 1:57½. In this year there were fourteen nominations in the stake. It was in the following year that the distance of the race was reduced to three-quarters of a mile, and Francis Morris' fine filly Relentless, by imp. Eclipse, won it, beating five others, in 1:20. There were twenty-six entries. In 1868 Col. McDaniel captured the stake with Oakleaf, by Oakland. There were twenty-seven nominations and five starters. Oakleaf and Mr. Morris' filly, by Eclipse, out of Slasher Barbarity, ran a dead heat in 1:19¾, and instead of dividing the stakes the owners of the respective horses ran it over again, and Oakleaf lasted the longest, winning the stake in 1:21¼. In 1869 Mr. Morris brought out the fast filly Remorseless, by imp. Eclipse, and she defeated ten competitors in 1:18¼. There were forty-three nominations. In 1870, John O'Donnell, with the aid of Mary Louise, [illegible] the most valuable of the lot, as there were forty-seven subscribers and nine starters. She won [illegible]. This was the more remarkable victory from the fact that in this race she defeated Harry Bassett, the only blot on his escutcheon until he met Longfellow. Before this year the weight carried by colts was ninety pounds, and fillies eighty-seven pounds, but this was altered to 100 pounds for colts, and ninety-seven pounds for fillies. It will be observed that for seven successive years the stake had been won by fillies, but in 1871 the colts had a chance, and Mr. Morris, for the third time, won the stake with the gray colt St. Patrick, by imp. Eclipse, carrying a pound and a half overweight, in 1:20, beating four competitors out of thirty-two entries. Last year Gov. Oden Bowie's fine colt Catesby, also by imp. Eclipse, won it in the fastest time in which it had ever been run, viz., 1:17½, beating such good colts as Springbok, Count D'Orsay, and Long Branch. There were forty-two subscribers and eleven starters. From this record it will be apparent that great improvements in point of speed have been made by American colts, reflecting credit upon our breeders. The race of to-day was the tenth renewal of the stake, and eleven were marked upon the card as starters. These were D. McDaniel & Co.'s b. f. Fleur Ange, by imp. Leamington, dam by Arlington, out of Oaklands, dam by imp. Margrave; Hunter & Travers' b. c. King Pin, by Lexington, out of imp. Eltham Lass, by Kingston, being a full brother to Kingfisher; also, br. f. Vesta, by Asteroid, out of Lilla, (General Duke's dam,) by imp. Yorkshire; also, br. f. Vengeance, by Censor, out of Nemesis, by imp. Eclipse; August Belmont's b. c. Scratch, by Kentucky, out of imp. Fluke, by Wormealy; also, imp. ch. c. King Amadeus, by King of Trumps, out of Amethyst; also, gr. c. Steel Eyes, by Planet, out of Eagless, by imp. Glencoe, being a full brother to Grey Planet; also, b. f. Theodora, by Kentucky, out of Camilla, by King Tom; F. Morris' b. c. by Monday, out of Ruthless, by imp. Eclipse, and b. f. Regardless, by imp. Eclipse, out of Barbarity, by Simoon, and M. A. Littell's b. c. by Leamington, out of Stolen Kisses, being a full brother to Inverary. When they were summoned to the track all but Scratch sported colors, and the ten presented a magnificent sight as they were mustered at the post. The betting men were in a quandary in picking the winning stable from this lot, and at one time Belmont was the favorite and then Hunter & Travers came in favor. Morris had a numerous body of supporters also, and they backed the stable strongly. The following quotations just before the start will give an idea of what the speculators thought of the chances of each:

Belmont	$225	$215	$410	$170
Morris	200	210	325	125
Hunter & Travers	130	153	175	60
Littell, McDaniel, Denison & Crawford }	100	110	150	75
Total	$655	$690	$1,060	$431

THE RACE.

The distance being three-quarters of a mile, they were started from the three-quarter or extra stretch, and considerable difficulty was experienced in getting them off. After breaking away five or six times, the flag fell, and King Pin was off in the lead, Monday second, and King Amadeus third, the others in a bunch. As they rushed down the chute the three were on even terms, and when they turned into the regular track at the half-mile pole Monday and King Amadeus were head and head, being before King Pin and Reform, who were together, a length before the ruck, coming round the lower turn. Monday and King Amadeus were at it heavy, and they left King Pin and Reform two lengths behind them. As they were nearing the three-quarter pole Steel Eyes came out of the ruck into the fourth place, and when they turned into the homestretch he began to look dangerous. Monday and King Amadeus were still head and head coming up the stretch, and the Monday colt looked as if he would win, but King Amadeus was at his head again, and then forged slightly to the front, both of them receiving the whip. In the meantime Steel Eyes rushed up, and passing King Pin, who was beaten, he was in the third place, and with a grand rush overtook the leaders, and amid much excitement won the race by a head from the Monday colt, who beat King Amadeus a neck for second place; King Pin was fourth, Regardless fifth, the others straggling in.

SUMMARY.

FIRST RACE.—The Saratoga Stakes for two years; $50 entrance, play or pay, with $1,000 added; three-quarters of a mile; closed with thirty-eight nominations; value to winner, $2,900.

A. Belmont's gr. c. Steel Eyes, by Planet, out of Eagless, by imp. Glencoe........1
F. Morris' b. c. by Monday, out of Ruthless, by imp. Eclipse........2
A. Belmont's ch. c. King Amadeus, by King of Trumps, out of Amethyst........3
Hunter & Travers' b. c. King Pin, by Lexington, out of imp. Eltham Lass........4
F. Morris' b. f. Regardless, by imp. Eclipse, out of Barbarity, by Slasher........5
M. A. Littell's b. c. Reform, by Leamington, out of imp. Stolen Kisses........0
Hunter & Travers' br. f. Vesta, by Asteroid, out of Lilla, by imp. Yorkshire........0
Hunter & Travers' br. f. Vengeance, by Censor, out of Nemesis, by imp. Eclipse........0
D. McDaniels' b. f. Fleurange, by Leamington, dam by Arlington........0
Denison & Crawford's ch. f. Juliana, by Leamington, out of Julietta........0

Time—1:22½.

There was additional interest attached to the race from the fact that a side bet of $1,000 had been made between Steel Eyes and King Pin, and, of course, the Hunter & Travers party were the losers. No sooner had the race finished than the rain began to come down in torrents, and the track was soon reduced to a quagmire, which tended to dampen the spirits of those who had money at stake on the other races.

THE SARATOGA CUP.

The second and most important event of the day was, of course, the race for the Saratoga Cup, which has always proved to be a magnificent contest. Unlike the Travers stake, which has, unfortunately, been a hollow affair for several years, the race for the honors of the cup has invariably resulted in a game and brilliant struggle, and the race of to-day was expected to be no exception to the rule, as Wanderer, the winner of the Westchester and Monmouth cups, was to meet, for the first time, Harry Bassett, the conqueror of Longfellow for this same race.

The cup was instituted in 1865, and the great horse Kentucky, by Lexington, won it in 4:01½, beating two competitors out of eighteen entries. This time remained the best on record for the distance until last year. In the following year there were twenty-six nominations and four starters, and again Kentucky was the victor in 4:04. In 1867 that splendid race-horse Muggins, then four years old, defeated three others in 4:03, and carrying 118 pounds. The magnitude of this performance will be more prominently brought before the reader when it is stated that Kentucky at the same age carried fourteen pounds less than Muggins. In 1868 came the memorable struggle between Fanny Cheatham, James A. Connolly, and Lancaster, which, after one of the most brilliant finishes ever witnessed, Lancaster won by a head from Connolly in 4.14. In 1869 Bayonet, a son of Lexington, won it in 4-10, beating five others, and the scandal connected with the contest is still fresh in the memories of turfmen. In 1870 the game horse Helmbold, by imp. Australian, defeated four others in 4:03¾, and the race caused great interest, as Helmbold's principal competitor was Hamburg, who came from the West with a great reputation, and was the favorite. In 1871 there were but two competitors in Longfellow and Kingfisher, and this race was remarkable from the fact that the first mile of the race was run in 1:40—so given out by the official timers. It is almost needless to refer to the great race of last year between Longfellow and Harry Bassett, for the untimely retirement of the former from the active scenes of the turf, whereon he made an undying reputation for speed and gameness, is sufficient to keep the struggle of last year green in the memories of men. The contest of to-day was the ninth struggle for the cup, and the usual excitement prevailed in regard to it, and heavy bets had been made through the Summer between Harry Bassett and Wanderer. The state of the track, however, was such as to make the race a mere lottery, but Wanderer was a great favorite, as will appear from the following quotations:

Wanderer	$1,600	$1,400	$1,000	$1,250
Bassett, Joe Daniels }	650	100	600	600
True Blue	600	700	450	600
Total	$2,850	$3,200	$2,050	$2,450

THE RACE.

The bell rang, and Bassett, Joe Daniels, True Blue, and Wanderer came upon the track, and they were received with enthusiasm. They went down to the three-quarter pole, and after three false attempts, they were sent away amid the most intense excitement. Splash, splash, splash, they came up the homestretch. Wanderer started in the lead, but Bassett was in front and making the pace red-hot. They came past the stand, and they were received with cheers. Bassett was in the lead a length. Wanderer second, a length in front of True Blue, who was two lengths in advance of Joe Daniels, who it was evident was to make a waiting race. The quarter was run in 27 seconds. Round the turn they rushed, and True Blue went up to Wanderer and challenged him for the second place, which he soon obtained. Bassett was now a length and a half in front of True Blue, who was leading Wanderer half a length, while Joe Daniels was waiting two lengths in the rear. They now reach the quarter-pole, and the time of the half mile is 56 seconds. Bassett is still cutting out the work in magnificent style, and he was a length in front of True Blue, who was three-quarters of a length in advance of Wanderer, who was two lengths before Joe Daniels. As they went along the backstretch, Bassett opened away and was now two lengths away from True Blue, who had left Wanderer at his tail, and Joe Daniels still waiting two lengths in the rear. When they passed the half-mile pole, accomplishing the three-quarters in 1.25, Harry Bassett was two lengths in front of True Blue, while Wanderer had moved up and was at the saddle-girth of the latter, Joe Daniels still being two lengths behind. Round the lower turn they came, and Harry kept the pace lively and led the party a merry dance. He was still two lengths in the rear, True Blue second, now a length in advance of Wanderer, while Joe Daniels had begun to move up, and was but a length in the rear. At the three-quarter pole Wanderer went up to the saddle girth of True Blue, and the pair in this manner closed slightly upon Bassett, and when they passed that point he was a length and a half in the lead. They now came splashing up the homestretch in a ruck, and the spectators were beside themselves with enthusiasm. They were now passing the stand, and they were closer together. Bassett was now but a length in the lead and running strong. True Blue was still second, but Wanderer was at his shoulders, three lengths before Joe Daniels. They were sent away in their last mile with enthusiastic cheers, and the excitement was intense as they went round the turn and Wanderer went up to True Blue's head; but this movement was followed by one from Joe Daniels, and he was but a length behind them. Harry kept up his long and powerful stride, and passed the quarter-pole still a length in front of Wanderer and True Blue, who were now a length and a half before Joe Daniels. Down the backstretch they went, Bassett still keeping up the killing pace and leading a length, while Wanderer and True Blue were keeping up the struggle for the second place. While they were going along in this manner Joe Daniels attracted attention by suddenly rushing up to True Blue and Wanderer, and they ran together a short distance, but when they reached the half-mile pole Wanderer quitted, and a prolonged cheer rent the air from the throats of McDaniel's friends. Coming round the lower turn Harry was still a length before True Blue, who was now a half-length in advance of Joe Daniels, who was six lengths before Wanderer. A little further on, True Blue began to give way, and before they reached the three-quarter pole Joe Daniels was in the second place. As they came up the homestretch, Harry Bassett was eased up and Joe Daniels was allowed to go to the front, and this he did, winning the race by a dozen lengths, in 4:10¾—a splendid race in the mud. Harry Bassett was second, half a length before True Blue, while the ideal of the Western men, poor Wanderer, was beaten off a long distance, with "none so poor as to do him reverence." This race proves that Harry Bassett has not lost all form, as was asserted, and that he could have run the distance as fast as he did last year had the track been in condition. True Blue made a very game race, and will yet give the best some trouble before he finishes the season.

SUMMARY.

SECOND RACE.—The Saratoga Cup, value $1,200, (of which $200 to the second horse,) added to a sweepstakes of $50 each, play or pay; two miles and a quarter; value to winner, $1,950.

D. McDaniel & Co.'s ch. c. Joe Daniels, 4 years, by Australian, out of Dolly Carter, 108 pounds........1
D. McDaniel & Co.'s ch. h. Harry Bassett, 5 years, by Lexington, out of Canary Bird, 114 pounds........2
John F. Chamberlin's b. c. True Blue, 4 years by Lexington, out of Balloon, 108 pounds........3
Rice & McCormack's ch. h. Wanderer, 5 years, by Lexington, out of Coral, 114 pounds........0

TIME.

Quarter, 27 seconds; half, 56 seconds; three-quarters, 1:25; mile, 1:58¾; mile and a quarter, 2:21; mile and a half, 2:46¾; mile and three-quarters, 3:15; two miles, 3:43; two miles and a quarter, 4:10¾.

THE SELLING RACE.

The concluding event of the day was a selling race, for all ages, one mile and a quarter, which had the following ten entries: R. W. Cameron's ch. c., 3 years, by Leamington, out of Rebecca; Wheatly, Business, Sue Ryder, Winesap, Ortolan, Chickabiddy, Artist, Gray Planet, and Bingaman; but in consequence of the bad state of the track the latter did not start. The betting on the result was very heavy, and it puzzled the speculators to pick out the winner; but the previous inning of Artist induced the majority to play him as the winner at the following rates:

Artist	$250	$295	$240
Business	270	300	320
Ortolan	260	300	330
Chickabiddy	140	130	180
Sue Ryder	160	160	180
The Field	205	200	240

THE RACE.

The distance being a mile and a quarter, they were mustered at the three-quarter-pole, and after several false attempts, they were sent off, Chickabiddy immediately assuming the lead, Gray Planet second, Cameron's colt third, Ortolan fourth, and the others in a bunch. As they came up the homestretch Artist came up from the rear and assumed the lead, and the Cameron colt followed him up to the second place. When they passed the stand Artist was leading a length, the Cameron colt second, Chickabiddy third, and Business fourth. Going round the turn Chickabiddy took the second place from the Cameron colt, and finally challenged Artist, and was soon in front of him. When they passed the quarter-pole Chickabiddy was a length before Artist, who was half a length in advance of the Cameron colt, Ortolan fourth, and Business fifth. They ran down the backstretch in this manner, but at the half-mile pole the Cameron colt had fallen back, and both Business and Ortolan passed him. Chickabiddy was still leading Artist a length, while Business was at the latter's quarter. Coming round the lower turn, Chickabiddy got two lengths away from Artist, who was a length in front of Business, with Ortolan close up. When they reached the three-quarter pole Artist had hid his nose at the tail of Chickabiddy, and was two lengths from Business. As they came up the homestretch, Chickabiddy and Artist had the rest of the crowd beaten, and the two had a hard struggle to the finish, where Chickabiddy beat Artist by half a length, Sue Ryder third, six lengths behind; Business fourth, Wheatly fifth, Gray Planet sixth, Winesap seventh, Cameron colt eighth, and Ortolan ninth.

SUMMARY.

THIRD RACE.—Purse $500; Selling Race for all ages, one mile and a quarter.

D. Buckley's ch. m. Chickabiddy, 6 years, by Australian, out of Kate Hays, 96 pounds........1
H. P. McGrath's br. c. Artist, 3 years, by Asteroid, out of Fairy, 83 pounds........2
D. McDaniel & Co.'s br. f. Sue Ryder, 4 years, by Knight of St. George, out of Glycera, 90 pounds........3
D. J. Crouse's ch. c. Business, 4 years, by Revolver out of Syren, 93 pounds........4
Jno. F. Chamberlin's ch. c. Wheatly, 4 years, by War Dance, dam by Glencoe, 93 pounds........5
A. Belmont's gr. c. Gray Planet, 4 years, by Planet, out of Eagless, 96 pounds........6
M. A. Little's b. m. Winesap, 5 years, by Vandyke, out of Nina, 96 pounds........7
Carroll & Coar's br. h. Ortolan, 6 years, by Doneraile, out of Canary Bird, 102 pounds........8
R. W. Cameron's ch. c., 3 years by Leamington, out of Rebecca, 75 pounds........9
M. H. Sanford's br. h. Bingaman, 5 years, by Asteroid, out of Bay Leaf........dr.

Time, 2:13¾.

A NEW-ENGLAND WEDDING.

A correspondent writing from Guilford, Conn., under date of 8th inst., beguiles the readers of the Milwaukee (Wis.) *Journal of Commerce* with the following: "Young John Hubbard was married last week to a lady of Stony Creek. He brought his bride from the home of her fathers in his own farm wagon, arriving at the sufficiently romantic hour of 1 o'clock in the morning. The bride prepared her lord's breakfast the next morning by 5 o'clock, in the apartments built on the homestead—with one or two exceptions the oldest inhabited house north of St. Augustine—for the accommodation of the young folks. The weather being fine for hay, John was soon down near Sachem's Head, about four miles away, getting his heaps ready for carting. After the breakfast dishes were put away and the house-work was done, our lady, with some friends, followed the groom to the hay-fields, where they had a nice picnic party. Toward evening, the new Mrs. John Hubbard was driven home in triumph on the top of the load of sweet fresh hay weighing about two tons. 'And,' as the children, upon the venerable authority of Mother Goose, sing, 'now my story's done.'"

A NEW ERIE PROJECT.

The Port Jervis *Gazette* says that Messrs. Williams and Howe, of the Erie Railway corps of civil engineers, visited that place last week to arrange plans for a new survey of a direct route for a railway from Port Jervis to New-York City. It adds: "They have secured quarters for themselves and a corps of about sixteen engineers, and they will arrive here on Wednesday next to begin operations. The plan is to have the new line so near direct that it will reduce the distance from here to New-York to sixty miles—twenty-eight miles shorter than the now Eastern Division. We are reliably informed that President Watson himself said that the expense of a two-mile tunnel would not deter the company from executing the proposed plan, and as it is thought that the Shawangunk can be tunneled shorter than that, there is little doubt that the company mean business. In fact, our informant, who is one of the best railroad men, and withal not given to visionary assertions, is exuberant over the matter, and seems to feel confident of its success. The new road will be used principally for through passengers and through freight, while the present line will be serviceable in carrying coal and freight, and for way passengers."

ANOTHER PANTHER KILLED.

The Watertown *Times* of Saturday, tells the following: "A man named Muer shot at and killed a deer, one day last week, on Sucker Lake, in the town of Fine, St. Laurence County. He then started across the lake toward the shanty where his party were stopping, taking the deer's carcass in the boat with him. On landing he drew the deer out, when a panther made his appearance and disputed the possession of the game. The panther attacked Mr. Muer with his fore-paws, grasping him by the shoulders, and with the claws of its hind feet tearing the flesh from the hips down both legs, and inflicting terrible wounds. Mr. Muer at the time of the attack had a knife in one hand, with which he struck the panther, but only to exasperate him. In the tussle he finally managed to get hold of his gun, and soon shot his antagonist. The panther measured nine feet from the head to the tip of his tail."

GOOD DELAWARE BOYS.

A portion of Delaware was visited, the other day, by a violent hail-storm, during the prevalence of which two large trees were blown directly across a double railroad track. The fact was observed, the Wilmington *Republican* says, by two boys, aged ten and fourteen years, who immediately ran, one up and the other down the road, and signaled the approaching trains, and succeeded in stopping them before they reached the obstruction. The train going east was the fast line with seven cars filled with passengers; the one going west was an accommodation train. Both trains would have evidently been dashed to pieces, had it not been for the presence of mind of the brave lads who dashed to the rescue through the fearful storm of wind and hail. And yet the *Republican* does not mention their names.

HORRIBLE MURDER IN NEWARK.

Alexander Birrell, formerly a foreman of No. 10 fire engine of Newark, had an altercation with his brother James at their residence, No. 17 Bacon-street, Newark, at 7:30 o'clock last night, and during the affray Alexander stabbed James with a shoe-knife, inflicting injuries which resulted in death almost immediately. The murderer claims that he wrenched the knife from the hands of his antagonist. He at once delivered himself to the authorities, and was locked up to await the action of the Coroner. The deceased was about thirty years old, had borne a bad character, and had previously served a term in State Prison at Trenton for the murder of a German brewer at Eichalt's Park, about six years ago. The only witness to the affray was the mother of the brothers, who refused to give any information concerning the affair except to the Coroner. An investigation will take place to-day. The prisoner is about forty-one years old.

GENERAL NOTES.

All the Governors of New-England are expected to be present at the Rhode Island clam-bake to-day.

Rev. Albert Barnes, the commentator, is said to have been the first clergyman to refuse the honorary degree of D. D.

A St. Louis young lady caught a 130-pound cod-fish while out fishing with a party of friends, at Gloucester, Mass., the other day.

A correspondent of the Baltimore *American* proposes that the space recently burnt over in that city be set apart for a public garden.

A Rhode Island paper pathetically appeals for protection to the clams. It says they are diminishing in numbers from year to year.

The Portland *Oregonian*, one of our most useful exchanges from that distant State, appeared in a new and handsome dress on the 19th inst.

Hon. Gerrit Smith has sent a check for $500 to the Sisters of St. Francis of Utica, to be devoted to the fund for the new hospital building.

The liquor-dealers of Saginaw City, Mich., have struck against the $100 license demanded of them. They say they are willing to pay $25.

Troy fears it had a fatal case of cholera on Sunday. The victim, a man, was taken ill early in the morning, and died at 6 o'clock in the evening.

Dr. Edward M. Snow, of Providence, R. I., has also received a diamond ring from the Czar, in consideration of his services as a delegate to the Statistical Congress in St. Petersburg.

Miss Maggie Elphick, the Greenwich (Conn.) oysterman's daughter, who so bravely saved young Lewis from drowning, has received a heavy gold chain and locket from the boy's grateful father.

The Chicago *Tribune* denies that there is any truth in the charges against the Illinois Central and the St. Louis and Alton Railroad Companies that they have violated the agreement regarding the issuing of free passes.

The Ogdensburg Educational Institute is to be suspended for one year, because of the diminution of the funds at the disposal of the Board of Education consequent upon the reduction in the assessed valuation of the city.

Boston papers contain advertisements of sensible "limited excursions," in which the number of persons taken is no greater than the capacity of the steamer employed. We might learn something from the Bostonians in this respect.

A young "man" in Hudson, Mich., asked to accompany a young lady home from church. She declined his company, and he walked behind her and spit tobacco-juice upon her dress. Since then the police have paid him much attention.

A learned and aged New-Yorker made a little excitement in Coeymans recently by appearing there and laying claim in behalf of the heirs of the late Peter McCarty to nearly all of the village property and a large number of farms lying in Greene County.

A Colorado paper affectionately speaks of "the Longmont banker and eighteen-carat moss agate," who has "one of the finest buggy teams in the Territory, and travels around the country with his accomplished wife and bewitching babe like a pocket whirlwind."

The Pittsburg (Penn.) *Telegraph*, whose editor has been credited with aspirations to a seat in the United States Senate announces that it will strive to promote the re-election of Hon John Scott, the more especially because it believes that gentleman to be the ablest representative Pennsylvania has ever had in the Senate of the United States.

A Florida paper is enthusiastic on the subject of sugar-cane culture in that State, saying, with a hundred other things: "It grows most luxuriantly in the rich hummock lands and will grow admirably in all good pine lands throughout the State. It is profitable in patches of half an acre, more so in fields of five to ten acres, and would be immensely so in plantations of from fifty to one hundred acres.

The Elmira *Advertiser* says: "The New-York *Tribune* has issued another mandate. With a fearful array of italics and capital letters it instructs the people who they may and may not elect to the State Senate this Fall. If the people of the State follow the lead of the *Tribune* as well this Fall as they did last, those men who have the favor of that paper will stand a mighty poor chance. Gentlemen who are candidates for office had better not get on the *Tribune's* slate.

Memphis, Tenn., has had another sensation, of rather a complicated nature. First, a youthful citizen eloped with a young lady who was intended by her parents for another, and married her on Friday last. The same day the bride went home to secure her traveling suit, and was locked up by her father till the next morning, when he posted off for an application for a divorce. Meantime the newly-married husband was not entirely idle. He and the intended husband went in the street, and without any ceremonious preliminaries proceeded to exchange shots with each other, but, fortunately, missed their mark, and then fell into the embrace of the police.

STABBING AFFRAY.

At 6 o'clock last evening James Hollahan and Wm. Jackson, both residents of No. 326 East Eleventh-street, quarreled at their residence, and during the fracas which ensued, Hollahan received two severe scalp-wounds from a knife in the hands of Jackson, who then fled and escaped. Hollahan was attended by Dr. Thompson and went home.... Two lads named Edward Archer, aged ten, and James Dalton, aged fourteen, became engaged in a fight last evening, which ended by Dalton stabbing Archer in the back with a pen-knife, inflicting a slight wound. Dalton escaped. ....Daniel Lyons, age twelve, of No. 65 Mott-street, who on Monday evening stabbed and dangerously wounded Jeremiah Connor, aged fourteen, during a fight in front of No. 51 Mulberry-street, was arrested last evening by Capt. Kennedy, of the Sixth Precinct. It will be remembered that Connors and Lyons quarreled in front of the former's residence, and Connors kicked Lyons in the stomach. The latter thereupon snatched a clasp-knife from the hands of a lad named Burke, who was standing by, and stabbed Connors under the right shoulder, inflicting what is feared may prove a fatal wound. He then escaped, and Connors was taken to Park Hospital, where he is now lying in a very precarious condition. Lyons, on being arrested by Capt. Kennedy, denied that he had stabbed Connors. The Captain took the prisoner to the Park Hospital, and there confronted him with the wounded lad, who positively identified him as his assailant. Lyons then confessed that he had stabbed Connors, and he was locked up at the Franklin-street Police Station, to await the death or recovery of his victim.

MUSIC AT MADISON-SQUARE.

The Department of Public Parks announce that if the weather is fine there will be music by the Central Park Band at Madison-square to-morrow afternoon from 5 to 7 o'clock. The following is the programme:

PART I.

1. March, "Leo"........W. F. Wellman
2. Overture, "Flight to Switzerland"........Kucken
3. Waltz, "Wedding Sounds"........Strauss
4. Air, "Ave Maria"........Gounod

PART II.

5. Selection, "Martha"........Flotow
6. Mazurka, "Fata Morgana"........Strauss
7. Grand Wedding March from "Lohengrin"........Wagner
8. Concert quadrille, "Gems of the German"........Dodworth

PART III.

9. Overture, "William Tell"........Rossini
10. Air, "Amaryllis"........Louis XIII
11. Sacred chorus, "La Carita"........Rossini
12. Polka, "L'Hirondelle"........Lachner

Finale, "Union."

If the weather is fine there will likewise be music at Central Park on Saturday next, and at Tompkins-square on Tuesday next.

PROSTRATED BY THE HEAT.

The following cases of prostration by the heat were reported by the police yesterday: Manuel Reboyero, aged thirty, was overcome by the heat at No. 33 West Thirty-third-street, and taken to Bellevue Hospital....Wm. Kane, aged fifty-four, of No. 141 Washington-street, was prostrated in front of No. 45 Frankfort-street, and sent to Park Hospital....Matilda Rosenblatt, residing in College Point, was prostrated in Broadway, near Canal-street, and was taken to her home....Morris Nolan, aged twenty-six, of No. 9 City Hall-square, was overcome by the heat in front of his residence, and was cared for at Park Hospital....James Dempsey, of No. 510 West Thirty-ninth-street, was overcome by the heat at Twenty-seventh-street and Sixth-avenue, and was taken to Bellevue Hospital....Edward Mehler, aged thirty-three, of Williamsburg, was prostrated by the heat while at work at No. 30 South-street, and was taken home.

MORE CHECKER-PLAYING.

Readers interested in the game of draughts will remember that not long since a series of games was played for the New-England championship between Wm. a Broughton, of Portland, who was at that time considered the champion, and a young aspirant for the honors named Wm. Robert Barker, of Boston. The result of the playing was that the boy Barker came out first best. Subsequently the same parties played two games, both of which were won by Barker. A match of fifty games was then arranged for the same parties for $250 a side, draws and wins to count, and it was begun in Boston on Monday afternoon. The *Herald* says that both players went at it cautiously, and with considerable regard to safety, and the first three games were draws. On the fourth game young Barker came the "block" over his opponent, and forcing him into the centre of the board, beat him disastrously, making him work sharp for a king. During the remainder of the afternoon until 6 o'clock the playing was kept up, and was sharp and interesting. The result was two more victories for Barker and five more draw games. Total of first day's play: Eleven games played; Barker won 3; drawn, 8. Tuesday morning the playing was to be resumed at 8 o'clock and continued till 12. Then, after a two hours' rest, the men would play till 6 o'clock. This programme will be followed daily till the fifty games are played.

CLOUD'S 3,600 MILES PULL.

Joseph Cloud, who has entered into an agreement to row from Philadelphia to New-Orleans, arrived in Reading, Penn., at 7 o'clock on Monday morning, from Allentown. The Reading *Times* says: "He left Philadelphia at 8 o'clock last Wednesday morning, and rowed up the Delaware to Trenton, and thence to Easton, distance ninety miles. From Easton he followed along the Lehigh to Bethlehem and Allentown, the distance to the latter place, according to the course taken, being twenty-two miles. From Allentown he came to Reading on the East Pennsylvania Railroad. He wasted but little time here, but started immediately for the Schuylkill, into which his boat was launched about a square below the Harrisburg Bridge, and at 9:26 A. M. he struck out and glided up the Union Canal. He expected to reach Lebanon last evening. He is required to make twenty-five miles per day. He has averaged twenty-eight miles per day since starting, and, although 145 days is the time fixed upon for completing the whole distance, he expressed himself as being able to accomplish the journey in 125 days. The boat is a substantially-built double-ender, weighing sixty pounds. It is fifteen and one-half feet long, and three feet eight inches in breadth of beam. Cloud is a native of Pennsylvania, and was at one time in the United States Marine service. He is fifty years of age, six feet high, and weighs 216 pounds. He measures forty-five inches around the chest, sixteen inches around the arm muscle, and seventeen and one-half inches in the calf. He was dressed in an ordinary sailor's suit of blue shirt and trowsers, and had on a broad-brimmed straw hat. A valise and piece of canvas are the only articles which he carries in the boat."

REPLY TO THE CARD OF SHEPPARD HOMANS.

OFFICE OF THE MUTUAL LIFE INSURANCE COMPANY OF NEW-YORK, NO. 146 BROADWAY. }

To the Editor of the New-York Times:

"Mr. Homans, in pursuance of his repeated threats that, unless he were restored to his former position, he would not cease his opposition to this Company and its management so long as he lived, has published certain charges, which have been so often examined and found destitute of truth as to make further reponse useless, except for the information of those to whose notice they may come for the first time. It is not intended at this time to answer these charges in detail. Mr. Homans was removed from his position in this Company for sufficient cause, by the unanimous action of its Board of Trustees. The issue is thus squarely presented whether the policy-holders and the public will give greater credit to the assertions of this discarded officer or to the statements of the forty well-known gentlemen who have carefully investigated his charges, and reported as follows:

They have also read and considered the various charges and accusations of irregularities of conduct on the part of the executive officers of the Company, in conducting its business, which have appeared in the public prints.

The committee find in these charges none of recent occurrence, and none which have not already been investigated and satisfactorily reported upon by authority worthy of confidence. They find no evidence that the Company has lost any portion of its funds, or that its property has been imperiled by the infidelity or incapacity of its officers; and they also find that some of the most important testimony upon which these charges are based is now overruled by the same witnesses, who certify, after more familiar acquaintance with the affairs of the Company, that they believe the same to be faithfully and judiciously conducted.

The committee therefore unite with the trustees in their unanimous vote of Oct. 16, 1872, that the present is a fitting occasion to express their confidence in the watchfulness, ability, and integrity with which the business has been conducted by the executive officers, and their appreciation of the faithful performance of their duties by those employed in other departments of the institution. Dated Feb. 7, 1873.

ALEXANDER H. RICE,	JAMES D. FISH,
JOHN WADSWORTH,	E. A. QUINTARD,
JOHN E. DEVELIN,	H. R. BALTZER,
F. R. STARR,	J. H. HERRICK,
Of the Board of Trustees.	*Of the Policy-holders.*

The vote of Oct. 16, 1872, above referred to, is recorded in the minutes of the Board, and signed by every member, and is appended hereto:

"At the usual quarterly meeting of the Board of Trustees, held on the 16th of October, 1872, on motion it was unanimously

Resolved, That in accepting the statement of the Actuary and Auditor at this meeting, the Trustees deem it their duty, and the present a fitting occasion, to express their continued confidence in the watchfulness, ability, and integrity with which the business has been conducted by the executive officers; and their appreciation of the faithful performance of their duties by those employed in other departments of the institution."

Signed by every member of the Board of Trustees.

And a former committee of policy-holders, resident in Boston, reported in these words:

"Besides the executive and administrative officers, there is for each department a committee of trustees, whose duties are not merely formal, to give sanction without knowledge; but each member of the several committees is required to know and pass upon the merits of each separate transaction in his department. For instance, no money is loaned until the value and other particulars of the estate offered as security under mortgage have been ascertained by their own inspector of real estate, nor until the title thereto has been examined by expert conveyancers, and by the learned and faithful counsel of the company, and reported clear; nor until these have been passed upon by the Committee of Trustees, and the written signature of each member present given in approval of the loan—these papers, each bearing a plan and description of the estate in question, all being recorded and preserved in the office. The success and value of these precautions are shown in the results that will be mentioned in another place.

The trustees, men of high personal character and eminent in their several professions, not only give this constant attention, in sufficient number, to the ceaseless transactions, but, in further security of the vast interests in their charge, they appoint from time to time their own committees of investigation and review, calling to their aid the services of mathematical and other experts in determining the laws and principles of finance and insurance by which they shall be governed.

Our conclusion, from the inquiry which we were commissioned to make, fully sustains the language of the Superintendent of Insurance, "that the Company has been managed with peculiar ability and integrity, and that its condition is eminently sound." The excellence of that management in the past, and the character of the men administering the trust give good assurance of what it will be henceforward.

Respectfully,

(Signed,) B. F. NOURSE,
WILLIAM HILTON,
Committee.

And in a memorial address to the Legislature by the Board during the past session, relative to the same and other charges which were the subject of investigation by a committee of that body, the Trustees used the following language:

That the Company has been managed with integrity is evidenced by the fact that not one dollar of the vast sums intrusted to it has ever been lost by the dishonesty or incompetency of any officer of the Company having charge of the same, a result unparalleled, we believe, in any trust of equal duration and magnitude.

That the Company has been managed with economy is proven by the fact that no similar institution has consumed in working expenses so small a proportion of its receipts, or saved for its policy-holders so large returns out of their deposits.

That the Company has been managed with efficiency is shown by the fact that its growth has been without any precedent, and it is now the largest Life Assurance Corporation in the world, as well in the amount held in trust by it, as in the number of its members and the amounts assured to their families upon their death.

That the Company has obtained this success by confining its attention closely to its own business; by rigidly avoiding all participation in political affairs and in party strife, and by refraining from all attacks upon or warfare against other corporations.

That, notwithstanding these facts, the Company has been subjected, for the last six years, to repeated attacks, in which the integrity, economy, and efficiency of its management, the moral character and faithfulness of its officers and trustees, and the candor and truthfulness of its statements and reports have been impeached.

That the charges made by these assailants have been repeated in the same form from time to time for the past six years, and were diligently inquired into by the Board of Trustees prior to the year 1870; and that they found in them nothing to impair their confidence in their officers; that, early in the year 1870, these charges were formally submitted to the State Department of Insurance, were investigated by the Department, with the zealous aid of the chief accuser himself, in a session of six weeks, during which the books, records, and officers and clerks of the Company were fully examined as to each of said charges; that all the evidence obtained was reported in full by the Superintendent of Insurance to the Legislature of the State of New-York, with his conclusions and inferences, completely exonerating the Company and its officers from every charge of bad faith or maladministration, and reaffirming the fullest confidence in the integrity and capacity of its management.

That the same charges have been repeatedly brought by the same accusers before the policy-holders of the Company in various cities; and have either been discussed and satisfactorily explained at once, or Committees of Investigation have been appointed to inquire into the facts; that in every such instance all possible facilities for determining the whole and exact truth have been afforded to the policy-holders or their committees by the Company and its officers; and that, in every instance, the conclusion reached by the policy-holders or reported to them by their committees, has been entirely favorable, on all grounds, to the management of the Company.

That the trustees of this Company have always carefully watched over its management, as a vast and precious trust in their hands; and that, upon every occasion in which a doubt has appeared as to the propriety of the acts of its officers, the board have lent a ready ear to objections and complaints, and, in the interest of the policy-holders whom they represent, have carefully investigated each of them in turn upon its own merits.

That the persistence of the assailants of the Company in repeating their attacks, and endeavoring to prejudice the public mind against it by the repetition of them, after so many and complete refutations, evinces a state of mind so hostile, not to say malicious, toward the Company and its officers, as to deprive them, with all impartial minds, of any just claim to consideration.

All of which is respectfully submitted.

Dated April 16, 1873, and signed by every member of the board.

This is the clear and unhesitating language of thirty-six gentlemen, who are well known in the communities in which they live, and whose character, intelligence, and honor will not be affected by the impudent and vituperative assaults of a dismissed employe.

A word in respect to the action of the Assembly Committee of which Mr. C. W. Herrick was Chairman, and which Mr. Homans, in his madness and malignity, alleges resulted in conviction of malfeasance in office.

The committee consisted of seven members. Four made a report censuring the officers, three made a report vindicating them. Neither was acted upon by either house. The lateness of the period at which they were presented prevented consideration, although the representatives of this Company used every honorable means to have them brought up for discussion and action, in the full confidence that, when the facts were known as they should be, both as to the origin of the charges and the means used to procure the majority report, it would be overwhelmingly rejected. Notwithstanding these facts, Mr. Homans, who is Secretary, Treasurer, and member of the Executive Committee of an organization recently created in hostility to this Company, and whose powers of taxation of the companies composing it are almost unlimited, called the Chamber of Life Insurance, and his aiders and abettors, are flooding the country with this majority report, falsely and fraudulently conveying to the public the idea that it has the sanction of the Legislature of the State.

The intelligent public must judge in whom it is most safe to repose confidence, this discarded officer or the following Trustees of the Mutual Life Insurance Company of New-York:

FREDERICK S. WINSTON, President of the Company.
Hon. JOHN V. L. PRUYN, Albany, N. Y.
ROBERT H. MCCURDY, No. 10 East 14th-st.
ISAAC GREEN PEARSON, Vice President Relief Fire Insurance Company.
MARTIN BATES, of Martin Bates & Co.
WILLIAM BETTS, LL. D., of Betts & Robinson.
JOHN WADSWORTH.
OLIVER H. PALMER.
SAMUEL E. SPROULLS.
SAMUEL M. CORNELL, Catskill, N. Y.
LUCIUS ROBINSON, Elmira, N. Y.
W. SMITH BROWN, of W. S. Brown & Co.
RICHARD PATRICK, Vice President Bank State of New-York.
WILLIAM H. POPHAM.
WILLIAM A. HAINES, of Halsted, Haines & Co.
SEYMOUR L. HUSTED, President Dime Savings Bank, Brooklyn.
SAMUEL D. BABCOCK, of Babcock Brothers & Co.
DAVID HOADLEY, President Manhattan Iron Company.
HENRY A. SMYTHE, President New-York State Loan and Trust Company.
Hon. W. E. DODGE, of Phelps, Dodge & Co.
GEORGE S. COE, President American Exchange National Bank.
WILLIAM M. VERMILYE, late of Vermilye & Co.
JOHN E. DEVELIN.
HENRY E. DAVIES, late Chief Justice Court of Appeals.
RICHARD A. MCCURDY, Vice Pres. of the Company.
FRANCIS SKIDDY, of Skiddy, Minford & Co.
J. ELLIOT CONDICT, of J. E. Condict & Co.
JAMES C. HOLDEN, of Holden, Hopkins & Stokes.
HERMAN C. VON POST, of Oelrichs & Co.
GEORGE C. RICHARDSON, Boston, Mass.
ALEXANDER H. RICE, Boston, Mass.
W. T. BABCOCK, San Francisco, Cal.
F. RATCHFORD STARR, Philadelphia.
F. H. COSSITT, No. — Madison-av.
LEWIS MAY, of May & King, Bankers.
OLIVER HARRIMAN, of Low, Harriman & Co., Dry Goods.

DEATHS IN PENSACOLA.

The Savannah (Ga.) *News & Courier*, of Sunday last, reports that one of the most malignant fevers ever known in this country is desolating Pensacola, Fla. Out of a population of less than 1,000, twenty a day have died. Scarcely an American is left. Among the deaths are Dr. Bionaugh, President of the Legislative Council; Mr. Harrison, United States Attorney, and his wife, the Navy Agent, and many others. The troops have been partially affected, and are removed. The Governor and Council have left the town.

ANOTHER MEAN THIEF.

The despicably mean fellows who rob cripples, blind men, and other helpless people, seem to be very numerous this Summer. One of them entered the house of a Mr. Winslow, in North Lawrence, St. Lawrence County, on the night of the 23d inst., and robbed it of $18. Mr. Winslow and his wife are both deaf mutes, but the thief was discovered by one of the children, who awoke her father. A lively pursuit was made, but the burglar finally made his escape by jumping from a second-story window. He left behind a quantity of rags and a quart of kerosene-oil, indicating that he intended burning the house after he had secured his plunder.

ATTACKED BY A SHARK.

James Green, a Baltimore fisherman, had a narrow escape from death early on Monday morning. He was assisting in drawing a seine in Chester River at the time, and, when within thirty feet of the beach, jumped overboard with another, the more easily to drag the net up, as it seemed filled with large fishes, and the water was comparatively shallow; but as he took hold of the seine his left leg was seized by a shark, and he was dragged under, and a terrible struggle ensued between him and the shark. His companions were so frightened that they stood still and gazed with horror at the scene. In a few moments Green came to the surface, and uttered a cry for help. This roused his friends, and they went to his assistance, when the shark retreated further into the depths of the seine. Green was taken into the boat, where he became insensible, and remained so for some time. The shark had caught the calf of his left leg, and completely stripped the flesh from the bones from above the knee down to his foot. He was bleeding profusely from several of the larger arteries that had been severed. His companions knew enough about surgery to bind a handkerchief tight around the mangled limb, and prevent his bleeding to death. It seems that a fishing party had surrounded a number of sharks, as there were more than one in the net. They succeeded in killing two of them, the largest of which was eleven feet in length. The injured man was removed to Lombard-street Infirmary, where the torn limb was amputated at the knee, the bone of the leg having been badly shattered by the teeth of the shark. It was a very singular adventure and narrow escape.

In hot weather an attack of diarrhea, or, indeed, any complaint of the bowels, rapidly exhausts the strength and renders the necessity of prompt treatment imperative; in all such cases Dr. JAYNE'S CARMINATIVE BALSAM is an effectual remedy, acting quickly and curing thoroughly.—*Exchange.*

The superiority of the stock used in making the Elmwood and Warwick collars, and the edges folded all around, are the reasons why they are liked better than any others.—*Advertisement.*

Rupture is permanently cured by using the new Elastic Truss, which retains it comfortably through hardest exercise or severest strain. Sold at No. [illegible] Broadway.—*Advertisement.*

To Promote Healthy Growth of the Hair, BURNETT'S COCOAINE.—*Advertisement.*

THE WEEKLY TIMES.

The WEEKLY TIMES, published THIS MORNING, contains:

A LETTER BY WM. H. RUSSELL.
THE MODOC TRIALS.
THE IOWA TRAIN ROBBERY.
DESCRIPTIONS OF BONAPARTE AND CRATER LAKES.
THE NEW NORTH-WEST.
REFORMING THE INDIANS.
MR. GROESBECK AND THE DEMOCRACY.
THE TRANSPORTATION QUESTION.
THE THIRD PARTY MOVEMENT.
A FULL PAGE OF AGRICULTURAL MATTER.
REVIEWS OF THE MONEY, PRODUCE AND LIVE STOCK MARKETS.

Copies for sale at the counter in THE TIMES Office. PRICE FIVE CENTS.

Going to Chicago.
The Chicago engagement of Dr. B. C. PERRY, the noted Dermatologist, precludes the possibility of his usual annual visit to Boston this season. Therefore those of our citizens and vicinity who require the Doctor's attention for diseases of the Hair, Scalp, or Face, should address him until Saturday, Aug. 2, at his New-York office, No. 49 Bond-st.

Chittenango Mineral Waters
Cure rheumatism, dyspepsia, salt-rheum, gout, and all diseases of the skin, liver, and kidneys. Sold in quarts and pints by leading druggists. Depot, 8 College-place.

Dr. Walshman's Cholera and Diarrhea REMEDY.—A sure and speedy remedy for the above complaints. Families leaving the City should secure a bottle before their departure. Never fails. Be in time. For sale at No. 203 Greenwich-st. REUBEN HOYT, Proprietor.

Hair Dye! Hair Dye! Hair Dye! BATCHELOR's celebrated Hair Dye is the best in the world. The only true, safe, and perfect hair dye. No disappointment, no ridiculous tints. Harmless, reliable, instantaneous. Sold everywhere by druggists.

MARRIED.

HAUGHWOUT—MOZIER.—At Mount Vernon, Ohio, July 21, 1873, EDW. V. HAUGHWOUT to ISABELLA L. MOZIER, all of New-York.

MARTIN—WILSON.—In Brooklyn, July 29, by Rev. Dr. Farley, LOUIS F. MARTIN to Miss ELIZA K. WILSON.

WILBY—VAN VALKENBURGH.—At San Francisco, Cal., June 27, at Grace Church, by Rev. C. G. Williamson, Mr. FRANKLIN WILBY and Mrs. HENRIETTA VAN VALKENBURGH, daughter of the late Henry Harbeck, Esq., all of New-York. No cards.

DIED.

ANNER.—Monday evening, July 28, 1873, WILLIAM S. ANNER, in the 58th year of his age.
Relatives and friends of the family are respectfully invited to attend his funeral from his late residence, No. 133 East 128th-st., Wednesday, July 30, at 2 o'clock P. M.
☞ Broome and Chenango County papers please copy.

BAKER.—At Bergen Point, N. J., July 29, JOHN OSBORNE, infant son of J. O. and Lucy D. W. Baker, aged 1 year and 29 days.
Relatives and friends of the family are invited to attend the funeral Thursday, July 31, at 12:30 P. M., from the residence of his father, Church-st., Bergen Point. Carriages will be in waiting on arrival of 11:45 train from New-York. Remains will be taken to Hingham, Mass., for interment.

BENNETT.—On July 29, Mrs. SARAH BENNETT, widow of Capt. Stephen Bennett, aged 82.
Relatives and friends are invited to attend her funeral from the residence of her daughter, Mrs. J. A. Briggs, Dobb's Ferry, Thursday morning, July 31, at 10 o'clock.

BEEKMAN.—At her father's residence, Wilburn, N. J., on the morning of the 29th inst., ALICE BEEKMAN, wife of Wm. B. Beekman, and daughter of Chas. M. Keller.
The relatives and friends of the family are respectfully invited to attend the funeral at Calvary Church, corner 4th-av. and 21st-st., on Thursday, 31st inst., at 10½ o'clock.

BROWN.—On Monday, July 28, Mrs. JULIA BROWN, widow of the late George J. Brown, in the 52d year of her age.
The relatives and friends of the family are invited to attend the funeral at her late residence, No. 110 Clermont-av., near Myrtle-av., Brooklyn, on Thursday, July 31, at 2 o'clock.

BUCKMASTER.—At Elizabeth, N. J., on Tuesday, July 29, THOMAS H. BUCKMASTER, in the 73d year of his age.
Funeral at Christ Church, Elizabeth, on Thursday, the 31st inst., at 12:45 P. M. Train leaves foot of Liberty-st., per Central Railroad of New-Jersey, at 11:45 A. M.

CAMPBELL.—On Tuesday morning, July 29, FREDERICK EDWARD, youngest son of John and A. Elizabeth Campbell, aged 3 years.
The relatives and friends of the family are respectfully invited to attend the funeral from the residence of his parents, No. 100 Elliot-place, Brooklyn, on Thursday, July 31, at 3 o'clock.

CONDIT.—In Florence, Italy, May 8, 1873, WILLIAM HARRY CONDIT, formerly of Brooklyn, late of Hong Kong and Shanghai, China.
The relatives and friends of the family are invited to attend the funeral, on Thursday, July 31, at 3 o'clock P. M., from the residence of Gen. J. B. Woodward, No. 259 Henry-st., Brooklyn.

EDWARDS.—At Saratoga, on the 29th, OGDEN P. EDWARDS.
His friends are invited to attend the funeral from St. John's Church, Elizabeth, N. J., on Thursday, 31st, at 3 o'clock P. M., without further invitation.

FISTON.—On Sunday, July 27, MARGUERITE EUGENIE, youngest daughter of F. Albert and Maria E. Fiston, aged 2 months and 15 days.
Funeral from the residence of her parents, south-west corner of 133d-st. and 4th-av., this day, (Wednesday,) at 1 o'clock.
☞ California papers please copy.

GRAVES.—At his residence, No. 20 Pierrepont-st., Brooklyn, at 1 o'clock A. M., July 29, ROSWELL GRAVES, in the 62d year of his age.
Friends and relatives are respectfully invited to attend the funeral, from his late residence, without further notice, to-day, (Wednesday,) at 12 noon.
☞ Baltimore, Trenton, Ithaca, and Albany papers please copy.

HASSERT.—The funeral services of the late Dr. LUKE HASSERT will be held at his late residence, No. 29 West 129th-st., this Wednesday, 30th inst., at 5 o'clock P. M. The remains will be taken, Thursday morning, to Hackensack, N. J., for interment.

HEYDECKER.—In Paris, France, June 15, WILLIAM HENRY HEYDECKER, aged 41 years, formerly of Brooklyn.
The relatives and friends of the family are invited to attend the funeral services from the Pacific-street M. E. Church, corner Clinton-st., Brooklyn, on Thursday, July 31, at 4 P. M.

HOOLEY.—On Monday, 28th inst., ABRAHAM HOOLEY, of the firm of Abraham Hooley & Co., No. 339 Broadway, aged 45.
Relatives and friends of the family are respectfully invited to attend the funeral, on Thursday, 31st inst., at 3 P. M., from his late residence, No. 193 Jersey-av., Jersey City. Remains will be interred in New-York Bay Cemetery.

HOWELL.—At Bolivar, Mass., on the 24th of July, WILLIAM, eldest son of Walter Howell, in the 35th year of his age.

JONES.—In the City of Brooklyn, on Sunday night, July 27, WILLIAM B. JONES, in the 54th year of his age.
Funeral services will take place at the house of Fredk. Griffing, No. 240 Clinton-av., on Wednesday afternoon at 3 o'clock. The relatives and friends of the family are invited to attend.

MAKIN.—At Montclair, N. J., July 28, RICHARD MAKIN, of the firm of R. & J. Makin, of New-York.
Funeral from St. Luke's Church, on Thursday, at 12 o'clock M.

MYERS.—At Manhasset, Long Island, Tuesday, 29th inst., EVA, youngest child of Jennie and Brinkerhoff Myers.
Funeral from residence, on Thursday, 31st inst., at 3 o'clock P. M. Carriages will be in waiting at Great Neck on arrival of 1:30 P. M. train from Hunter's Point, Flushing Railroad.

PUDNEY.—On July 29, ANN, relict of Joseph S. Pudney, aged 85 years.
The relatives and friends of the family are respectfully invited to attend the funeral at 2:30 o'clock, on Thursday afternoon, at the Reformed Church at Middlebush, Somerset County, N. J. Train leaves foot of Cortlandt-st. at 12 o'clock M.

VAN ARSDALE.—Suddenly, at Pittsburg, Penn., on the 25th inst., JOHN VAN ARSDALE, aged 25 years, son of Henry Van Arsdale, M. D., of this City.
The friends of the family, members of the Young Men's Christian Association, and members of Company H, Seventh Regiment, N. Y. S. N. G., are respectfully invited to attend the funeral, on Wednesday, at 2 P. M., at the Reformed Dutch Church, on Lafayette-place, corner of 4th-st.

VANDERBILT.—In Brooklyn, on Tuesday, July 29, JOHN VANDERBILT, in the 75th year of his age.
The friends of the family are respectfully invited to attend his funeral on Friday, Aug. 1, at 3 P. M., from the residence of his son, No. 117 Gates-avenue, Brooklyn.

WHITE.—At Catskill, July 29, GRACE LILIAN, daughter of Dr. Whitman V. and Maria Louise White, aged 11 months and 8 days.
Funeral Thursday morning, at 11 o'clock, from No. 118 East 85th-st.

WILLIAMS.—Suddenly, on Monday, July 28, at Morrisania, FRANCIS EASTMAN, infant son of Henry C. and Mary E. Williams, aged 3 months and 28 days.
Relatives and friends are respectfully invited to attend the funeral at the residence of his parents, No. 138 Henry-st., Brooklyn, on Thursday, July 31, at 3:30 P. M.

EIGHTH COMPANY, SEVENTH REGIMENT N. G., S. N. Y., }
NEW-YORK, July 29, 1873. }
The members of this company are requested to assemble at the armory, in citizens' dress, on Wednesday, the 30th inst., at 1:30 o'clock P. M., for the purpose of attending the funeral of our late friend and comrade, JOHN VAN ARSDALE. GEO. W. SMITH, Captain.

MISCELLANEOUS.

POST OFFICE NOTICE.

The mails for Europe during the week ending Aug. 2, 1873, will close at this office on Wednesday at 6:30 A. M. and 12 M.; on Thursday at 12 M., and on Saturday at 8 A. M. and 12 M.

THOS. L. JAMES, Postmaster.

GOLD PENS.
FOLEY'S CELEBRATED GOLD PENS.
NO. 2 ASTOR HOUSE,
Opposite Herald Office.

R. STUART WILLIS, ATTORNEY AND Counsellor at Law, Notary Public, No. 182 Broadway, Room No. 4, New-York.

THE REAL ESTATE MARKET.

At the Exchange yesterday, Tuesday, July 29, A. J. Bleecker, Son & Co. conducted an auction sale of real estate, by order of the Supreme Court, in foreclosure, under the direction of J. N. Lewis, Esq., referee, Townsend & Mahan being the attorneys for the plaintiffs. The property involved was the five-story brown-stone-front house, laid out in "flats" of nine rooms each, and the lot of land, 25.6 by 100, the building being 25 by 70, and known as No. 1,376 Third-avenue, west side, 76.8 feet north of Seventy-eighth-street. The Court directed that the property should be sold, subject to the mortgages and other incumbrances, which amounted to $16,500, and that bids should be accepted as being over and above that amount. It was some time before those who were in attendance could be made to understand that, but after considerable confab, pro and con, the property was started on a bid of $2,000 over and above the incumbrances, that bid being made by Mr. Mahan, the plaintiffs' attorney. After that, several other persons present took part in the bidding, and the price was run up till $18,300 was reached. The bidding then hung fire for some time, and the attorney for the plaintiffs, seeing that the property was about to be struck down for that sum, asked the auctioneer if that was his bid, to which the auctioneer replied in a loud voice, "Yes;" and after calling the property three times more, and receiving no response, he knocked it down. Thereupon Isadore Hyams, who had been competing for the property, claimed the last bid made as his. A dispute then arose between the claimants of the bid, and the auctioneer decided to put the question to vote viva voce, when the majority decided that there were two bids made of the last-mentioned amount, so the auctioneer decided to put the property up again. Mr. Hyams then made another bid of $50 advance, and a new bidder took the matter up and contested for the possession by further bids, until $19,050 was reached, and as that bid was made by Mr. Hyams, and no bid above it was made by any other person present, the property was struck down to him for that sum, viz.: $18,050 over and above incumbrances of $16,500; total, $35,550. The plaintiffs' attorney protested against the consummation of the sale, tendered the ten per cent of the amount of the first "knock-down," and threatened to commence proceedings for the possession of the property. The referee refused this tender, and accepted that on the sale made to Mr. Hyams. It appears that the plaintiffs in the suit were desirous of possessing the property, for the reason that they own the property adjoining, on which the wall of the house sold projects about eight inches beyond the line of division. The party owning the house is liable to be sued for trespass upon the adjoining property, or remove the wall. That is how the case stands now.

The same auctioneers held an adjourned sale of the "Norton" property, situate at Plainfield, N. J.; but the prices obtained were so much below what the trustees expected to realize that they ordered the sale to stop, after eight plots had been sold, and informed those present that the balance would be held at private sale. The eight plots, containing about sixteen acres, were sold for an aggregate of $4,000. The particulars will be found below.

William Kennelly adjourned the Supreme Court sale of the premises on the north side of Cherry-street to Aug. 5, by order of Geo. L. Ingraham, referee.

The following auctions are projected for to-day:

TO-DAY'S AUCTIONS.

By James M. Millef, at the Exchange, Supreme Court foreclosure, R. B. Martine, Esq., referee, of one lot, 25 by 75, on the west side of First-avenue, 25.11 feet north of One Hundred and Ninth-street; also, similar sale, H. W. Eastman, Esq., referee, of one lot, 25 by 75, on the west side of First-avenue, 25.11 feet north of One Hundred and Ninth-street; also, similar sale, G. L. Ingraham, Esq., referee, of one lot on the west side of First-avenue, 75.11 feet north of One Hundred and Ninth-street, 25 by 75; also, similar sale, R. C. Beamish, Esq., referee, of house and lot, 20 by 95, on the east side of Lexington-avenue, 60.5 feet south of Fifty-ninth-street, 20 by 95.

By R. H. Ludlow & Co., at the Exchange, adjourned Supreme Court foreclosure, G. P. Smith, Esq., referee, of store and lot No. 299 Church-street.

S. J. Goodenough will sell on the grounds, at Schiller's Park, fifteen miles north of New-York, via Erie Railway, 200 building lots. An excursion train will leave foot of Twenty-third-street at 11:45 A. M., foot of Chambers-street 12 M., and Jersey City at 12:15 P. M. at the day of sale.

E. A. Lawrence & Co. will also sell on the grounds at Jamaica, Long Island, 200 lots of land, situate on Fulton-street.

EXCHANGE SALES, TUESDAY, JULY 29.

NEW-YORK.

By A. J. Bleecker, Son & Co.

1 five-story b. & house and lot, 25.6x70x100, No. 1,376 3d-av., w. s., 76.8 ft. n. of 78th-st..$35,550

"NORTON" PROPERTY, PLAINFIELD, N. J.

1 plot, 2 acres, junction of Rahway-av. and Rustic-av.; J. J. Yates.....$550
6 plots, adjoining, each 1 82-100 acres..... 3,000
1 plot, 1½ acres to same..... 450

RECORDED REAL ESTATE TRANSFERS.

NEW-YORK.

Saturday, July 25.

Bleecker-st., No. 61, n. s., 262 ft. e. of Broadway, 28x100.....$20,000
Prospect-place, e. s., 50.5 feet n. of 42d-st., 16.8 x58..... 15,000
Prospect-place, e. s., 83.9 ft. s. of 43d-st., 33.4x 58..... 28,000
Prospect-place, n. e. corner of 42d-st., 33.9x58. 32,000
138th-st., n. s., 200 ft. e. of 4th-av., 18x92..... 20,000
38th-st., No. 141, n. s., 425 ft. w. of 6th-av., 16.8 x98.9..... 5,000
27th-st., s. s., 380 ft. w. of 6th-av., 20x98.9..... 6,000
44th-st., n. s., 260 ft. w. of 3d-av., 20x100.5..... 23,000
35th-st., n. s., 225 ft. e. of 5th-av., 50x102.2..... 28,400
140th-st., n. s., 325 ft. w. of 3d-av., 51.2x100..... 10,700
Avenue B, w. s., 40.2 ft. s. of 6th-st., 47x69.6x 13x60..... 10,000

LEASES.

Spring-st., No. 213, 5 years, per year..... $1,300
2d-av., No. 538, 1 10-12 years, per year..... 1,000
2d-av., s. w. corner 51st-st., 3 years, per year.... 2,500
160th-av., No. 365, stable, 4 11-12 years, per year..... 1,000

COUNTRY REAL ESTATE.

"ON THE BEACH AT LONG BRANCH."

WE HAVE SOME ELEGANT

VILLA PLOTS FOR SALE ON EASY TERMS,

ALSO,

COTTAGES ON OCEAN-AV. AND ADJACENT.

WE OFFER SEVERAL FINE PLOTS SUITABLE FOR

FIRST-CLASS HOTELS.

A HOTEL FOR SALE.

E. C. CLARKE & CO.,

Real Estate Agents,

No. 11 Helmbold Block,

Long Branch.

FOR SALE OR EXCHANGE

AT

RICHMOND HILL, LONG ISLAND,

Only thirty minutes from ferries by South-Side Railroad.

Neat cottage house; eight rooms, four lots, $4,000.
Fine cottage house; ten rooms, six lots, $7,500.
Two handsome cottage houses; eight rooms, four lots, $5,000 and $5,500.
One large handsome house, situated on elevated ground, with commanding view of ocean; fifteen fine rooms, handsomely finished; built by Mr. Lyman, late of New-York *Tribune*; ten lots, $10,000.
Many choice lots at prices from $100 to $500, according to location.
Very favorable conditions made with builders and others for building on said lots.
Apply to E. R. HAZARD, Jr., No. 110 Broadway, New-York, or to O. B. FOWLER, Agent, Richmond Hill.

TO CAPITALISTS.

A FINE INVESTMENT.

FOR SALE—LARGE HOTEL, nearly new and very substantially built by the day, completely furnished; stable, bowling-alley. Situated in one of New-Hampshire's most thriving towns; in immediate vicinity of depot; only fifty-five miles from Boston; nine stores underneath; whole estate well rented; price, $40,000, a large portion of which can remain on mortgage at six per cent.; might exchange for New-York City, New-Jersey, or Eastern property. Address or apply at No. 42 Devonshire-st., Boston, Mass.

ALBERT GATES, Jr.

CHOICE OF TWO DESIRABLE RESIDENCES, forty minutes' ride, by superior travel from Liberty-st.; frequent trains; low fares; houses near depots, and pavements, gas, water, sewerage, police; city and country conveniences combined; lots of nearly an acre laid out in garden, lawn, shade, large and small fruit; twelve-room Swiss-style villa, verandas, &c., $12,000; fourteen-room French-roof house and stable, $13,500; terms made easy—ten per cent. on possession, thirty per cent. in three years, balance on long time; can have carpets and part furniture.

Will exchange the two for a well-conditioned farm, within thirty miles of New-York by Central Railroad of New-Jersey, on cash basis. Address for or with particulars, OWNER, Box No. 184 Elizabeth, or apply at West Elizabeth Depot, close by the premises.

FOR SALE.—THE BEAUTIFUL COUNTRY-SEAT, Locust Island, situated opposite the Neptune House, New-Rochelle, Westchester County, eighteen miles from the City Hall, New-York; accessible by steam-boat and railroad; will be sold cheap in order to close an estate, either with or without furniture; it is now occupied by Griffen B. Thomas, Esq., for further particulars, and permits to visit the premises, apply at the office of LEOFOLD SCHMIDT & CO., No. 68 Broad-st.

FOR SALE.—AT FISHKILL ON HUDSON, A PLOT of about seventy acres, known as "Spook Field;" one mile north of Fishkill Station, with large river frontage; has several fine building sites; the views all being beautiful; it is in all respects a most desirable situation for a residence. Apply to

BENJAMIN RICHARDS, Jr., No. 8 Pine-st.

WANTED TO EXCHANGE—A COMPLETE AND pleasantly located country-seat near the City, valued at $30,000, for a fine farm with good improvements, on the line of the Morris and Essex Railroad preferred. Address Box No. 5,451 New-York Post-office.

WILL BE SOLD AT A GREAT SACRIFICE in Greenville, N. J., a new and handsome cottage, (Gothic;) has bay windows; fruit, &c.; on fine elevation; tenancy very reasonable; owner leaving country. Apply at No. 130 West 21st-st.

ORANGE, N. J.—COUNTRY HOUSES, LANDS, and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or year, by WALTER E. SMITH, formerly Blackwell & Smith, Orange, corner Main and Cone sts.

COUNTRY REAL ESTATE.

SHORE FRONT RESIDENCE FOR SALE—Eleven rooms, modern conveniences; fruit; shade; near depot; all trains; $9,000. Descriptive circular. J. W. ATWATER, Riverside Station, Conn.

REAL ESTATE AT AUCTION.

CHOICE BUILDING LOTS

AT

SCHILLER PARK,

Fifteen miles north of New-York, via Erie Railway,

AT PUBLIC AUCTION.

On WEDNESDAY, July 30, 1873,

at 1:30 P. M.,

200 eligible building lots to be peremptorily sold to the highest bidder on easy terms.

An excursion train will leave foot of 23d-st. at 11:45 A. M., foot of Chambers-st 12 M., and Jersey City at 12:15 P. M. on day of sale, arriving at Lake View Station, three minutes' walk from the grounds, at 1 o'clock.

Luncheon on arrival of train.

Tickets for the excursion may be obtained on application to

RICHARD A. BANTA, Real Estate Broker, No. 1,948 Broadway.

Or S. J. GOODENOUGH, Real Estate Broker, No. 111 Broadway, (Trinity Building,) Room A.

JERE. JOHNSON, Jr., Auctioneer.

GREAT AUCTION SALE.

200 SPLENDID LOTS,

Finely situated on Fort Field,

YONKERS,

on the premises,

TUESDAY, Aug. 5, 1873.

Magnificent property, superb views of Hudson River, Long Island Sound, and church-steeples of New-York City. Special train from Grand Central Depot at 11 A. M. Collation under collossal tent. Harrison, the great improvisatore. Grafulla's famous Seventh Regiment Band. For free tickets, maps, &c., apply to JERE. JOHNSON, Jr., No. 21 Park-row, New-York.

AT AUCTION—FARM, STOCK, IMPLEMENTS AND HOUSEHOLD FURNITURE.—The subscriber will sell at public auction, on SATURDAY, Aug. 2, at 1 P. M., a valuable farm, situated half a mile from depot of Poughkeepsie and Eastern Railroad, at Pleasant Valley, Dutchess County, N. Y., containing 65 acres of land; a three-story stone dwelling, nearly new, with marble mantles, dumb waiter and water in the kitchen; large and commodious barns, apple and pear orchard; also vineyard and small fruit in abundance; said farm which was the late residence of Rev. H. D. Ganse, of New-York City, is well stocked with horses, cows, and farming utensils, &c., and was recently furnished and fitted up and put in complete order for a gentleman's residence; large amount of the purchase money can remain on mortgage; possession given immediately.

ANN SEELYE.

STORES, &C., TO LET.

OFFICES TO LET

IN

TIMES BUILDING.

SPLENDID OFFICES TO LET IN THE FIRE-PROOF TIMES BUILDING.

Apply at TIMES COUNTING-ROOM.

BROADWAY PROPERTY TO LEASE.—SOUTH-west corner of Houston-st.; plot 50x100; would be leased for improvement for twenty-one years with renewals. Apply to HORACE S. ELY,

No. 22 Pine-st.

TO LEASE—THE SPACIOUS BUILDING NOS. 35 and 37 Vesey and No. 8 Church-st., all connecting. This desirable warehouse, rebuilt throughout and improved, will be rented together or separately. Apply to HORACE S. ELY, No. 22 Pine-st.

DWELLINGS TO LET.

AT MONTCLAIR, N. J.—TO RENT—FURNISHED house, fourteen rooms, bath, hot and cold water, barn and carriage-house; about four acres land, large garden, lawn; great abundance of fruit and shrubery; high ground; a few minutes from depot; one hour from New-York; desirable in every way. Address OWNER, Box No. 1,338 Post-office, New-York.

HOUSES & ROOMS WANTED.

WANTED—A SMALL HOUSE IN NEW-YORK OR vicinity, for a small family of three adults and two children; rent must be reasonable. Address with location and terms M., Box No. 102 *Times* Office.

REAL ESTATE WANTED.

HOUSE WANTED BELOW 42D-ST. OR NEAR Madison-square; state cash price and location; a smaller and lower-priced house will be given in part payment. Address Doctor, Box No. 160 *Times* Office.

SAVINGS BANKS.

SIXPENNY SAVINGS BANK,

ASTOR PLACE.

ESTABLISHED, 1853.

5 cents to $10,000 received. OPEN DAILY from 10 A. M. to 3 P. M.

Deposits made up to Aug. 10 draw interest from 1st.

NOTICE.

The THIRTY-NINTH SEMI-ANNUAL DIVIDEND, at the rate of six per cent. per annum, will be placed to the credit of the depositors on the 10TH AUGUST, and if undrawn will be entitled to interest as a regular deposit from Aug. 1.

Oriental Savings Bank,

No. 430 GRAND-ST., BETWEEN ATTORNEY AND RIDGE STS.

OPEN DAILY from 10 to 3, and MONDAY and SATURDAY EVENINGS from 5 to 8.

A DIVIDEND at the rate of SIX PER CENT. will be declared July 1 on all sums of $5 and over which shall then have remained on deposit one or more months. DEPOSITS now, or at any time before July 21, will DRAW INTEREST from July 1.

UNION DIME SAVINGS BANK,

Nos. 396 and 398 CANAL-ST., corner Laight.

Open daily from 10 to 3, and Monday Evenings 5 to 7.

Assets—Eleven Million Dollars.

Surplus—Seven Hundred and Fifty Thousand Dollars.

SIX PER CENT. INTEREST ALLOWED.

Bank books in English, French, and German.

G. S. CHAPIN, Treasurer. N. J. HAINES, President.

T. S. ARMOUR, Secretary.

IRVING SAVINGS INSTITUTION

NO. 96 WARREN-ST., NEW-YORK.

SIX PER CENT. INTEREST allowed on all sums. Interest commences from 1st of January, April, July and October.

Bank open daily from 10 A. M. to 3 P. M.

WALTER W. CONCKLIN, President.

VANDERBILT L. BUXTON, Secretary.

GERMAN UP-TOWN SAVINGS BANK.

Nos. 906 and 908 3d-av., corner of 55th-st.

MONEY DEPOSITED NOW will draw interest from the 1st of August, at the rate of SIX PER CENT. per annum, on all sums from $1 to $5,000.

Bank open daily from 10 A. M. to 3 P. M., and on MONDAYS, WEDNESDAYS, and SATURDAYS also, from 6 to 8 in the evening.

CHRISTIAN SCHWARTZ, President.

CARL SCHAFFNER, Secretary and Treasurer.

DEPOSIT TO-DAY.

THE FREEDMAN'S SAVINGS AND TRUST COMPANY, Chartered by the United States.

No. 185 Bleecker-st., New-York.

ASSETS.....OVER $4,000,000.

J. W. ALVORD, President.
G. W. STICKNEY, Actuary.
A. M. SPERRY, General Inspector.
SAM L. HARRIS, Manager.
JOHN J. ZUILLE, Cashier.

☞ Send for circular.

THE TRUSTEES OF THE SEAMEN'S BANK FOR SAVINGS have ordered that INTEREST be paid to depositors entitled thereto, for the six months ending 30th ult., as follows:

On sums of $500 and under, at the rate of SIX PER CENT. per annum, and

On sums exceeding $500, at the rate of FIVE PER CENT. per annum, payable on and after MONDAY, 21st instant.

NEW-YORK, July 10, 1873.

WILLIAM H. MACY, President.

JOHN H. BOYNTON, Secretary.

NEW-YORK SAVINGS BANK, 8TH-AV., CORner 14th-st.—Interest Six per Cent., commencing from the 1st of each month. Assets, $3,184,632 45; Surplus, $261,919 14. R. H. BELL, President. C. W. BRINCKERHOFF, Secretary.

FINANCIAL.

George Opdyke & Co., Bankers, No. 25 Nassau-st., New-York, like an incorporated Bank, receive deposits subject to check at sight, with the additional advantage to Depositors of Interest on daily Balances.

Central Railroad Company of New-Jersey.

CONVERTIBLE BONDS

DUE 1902.

For sale at par and accrued interest. Apply to

SAMUEL KNOX, Treasurer.

No. 119 Liberty-st.

CITY OF PROVIDENCE,

STATE OF RHODE ISLAND,

FIVE PER CENT. WATER BONDS.

Coupon and Registered, SECURED BY SINKING FUND. Principal and interest payable in United States gold coin. Interest January and July; principal due 1900. Price 95 and accrued interest.

BLAKE BROS. & CO., No. 52 Wall-st.

JOHN MUNROE & CO.,

BANKERS, NO. 8 WALL-ST., NEW-YORK, ISSUE CIRCULAR LETTERS OF CREDIT ON MUNROE & CO., PARIS, AND ON THE CONSOLIDATED BANK, LONDON.

FINANCIAL.

SOUND INVESTMENT SECURITY.

7 PER CT. GOLD BONDS

OF THE

INDIANAPOLIS, BLOOMINGTON AND WESTERN RAILWAY.

AN EAST AND WEST TRUNK LINE.

Total Length of Line	420 miles
Completed	335 miles
In Operation	309 miles
Under Construction	85 miles

These BONDS have UNUSUAL STRENGTH, being secured by a FIRST and ONLY MORTGAGE on an extension of 217 miles, and are a liability of the entire corporation representing 420 miles.

NET EARNINGS of the Road LARGELY EXCEED ALL INTEREST.

Receipts for 1872	$1,359,690

A gain of $395,000 over 1871 on same number of miles.

Receipts for June, 1873	$136,178 44

An examination of the route will show conclusively that the road penetrates a country of great productive capabilities, has a local business far more than self-supporting, and that it is A TRUNK LINE.

Diverging at Champaign, the road has two Western terminal points, Peoria and Keokuk, from which through its own connections, already in a forward state of construction, it will reach St. Paul, in Minnesota, and Grand Island, in Nebraska, the latter route following the borders of Missouri and Iowa, and passing through the rich South Platte Valley. The amount of through business from these sources, and from intersecting lines, will be of great magnitude.

From Indianapolis the Road has close connections with all the great diverging routes leading to the Atlantic coast, and also with Roads leading to the Ohio River and points South.

We offer the bonds at 90 and interest in currency, and, with our knowledge of the management and business of the Road, can recommend them UNQUALIFIEDLY as being

SAFE FOR ALL INVESTMENT PURPOSES.

TURNER BROTHERS

Bankers, No. 14 Nassau-st.

CITY OF ROCHESTER

7 PER CENT. BONDS.

BY VIRTUE OF AN ACT OF LEGISLATURE PASSED APRIL 27, 1872, ENTITLED "AN ACT TO SUPPLY THE CITY OF ROCHESTER WITH PURE AND WHOLESOME WATER," THE SAID CITY IS AUTHORIZED TO BORROW AN AMOUNT NOT EXCEEDING THREE MILLIONS OF DOLLARS, AND TO ISSUE BONDS THEREFOR, AND PLEDGE THE CREDIT OF THE CITY FOR THE PAYMENT OF THE SAME WITH INTEREST.

A. C. Wilder, Mayor, City of Rochester. Roswell Hart, President, Board Water Commissioners.

We offer the above bonds for Sale at PAR and interest from July 1, and unqualifiedly recommend them as a FIRST-CLASS investment. They have THIRTY YEARS to run, with interest payable January and July, a the office of the Transfer Agency, the Union Trust Company of New-York, and are issued in COUPON or REGISTERED FORM.

ROBINSON, CHASE & CO.

Bankers, No. 18 Broad-st.

VERMILYE & CO.

BANKERS,

16 and 18 Nassau-st., New-York.

DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.

FIRST-CLASS RAILROAD AND MUNICIPAL BONDS ALWAYS ON HAND FOR INVESTMENT.

BUY AND SELL ON COMMISSION

RAILWAY STOCKS, BONDS, AND GOLD,

MAKING LIBERAL ADVANCES.

INTEREST ON DEPOSITS.

HUDSON CO., NEW JERSEY,

20 YEARS'

7 Per Ct. Improvement Bonds.

INTEREST PAYABLE JANUARY AND JULY 1, AT THE FIRST NATIONAL BANK, JERSEY CITY.

PROPOSALS FOR $2,000,000.

Sealed proposals for any part of the above will be received by the undersigned authorized agents until Aug. 15, 1873, at 2 o'clock P. M., bids to be made with accrued interest. The Director of the Board of Chosen Freeholders and the County Collector reserve the right to reject all bids not deemed for the interest of the county.

They are authorized by virtue of an act of the Legislature approved April 4, 1873, entitled an act to provide for opening and maintaining an avenue in Hudson County. The county is authorized to borrow $2,000,000, issue bonds therefor, and pledge the credit of the county for payment of the principal and interest.

The county has a population of nearly 150,000, an assessed valuation of $100,000,000, and a market value of over $200,000,000. It includes the rapidly growing cities of Jersey City and Hoboken, and the whole western water-front of New-York Harbor.

The bonded and floating debt of the county is one million two hundred thousand dollars, ($1,200,000.)

We confidently recommend them as a very desirable security for insurance companies, savings banks, trust funds, and all classes of investors.

TURNER BROTHERS,

Bankers, No. 14 Nassau-st.

GEORGE OPDYKE & CO.,

NO. 25 NASSAU-ST.,

OFFER FOR SALE AND CONFIDENTLY RECOMMEND

LAKE ONTARIO SHORE RAILROAD FIRST MORTGAGE Seven per cent. Gold Bonds.

ST. LOUIS AND SOUTH-EASTERN CONSOLIDATED Seven per cent. Gold Bonds.

ATCHISON, TOPEKA, AND SANTA FE FIRST MORTGAGE Seven per cent. Gold Bonds.

ATCHISON, TOPEKA, AND SANTA FE LAND-GRANT Seven per cent. Gold Bonds.

Desirable WESTERN COUNTY BONDS, yielding Ten per cent. Interest.

TOWN Seven per cent. BONDS, State of New-York.

PROPOSALS FOR $500,000.

ASSESSMENT FUND STOCK OF THE COUNTY OF NEW-YORK.

Sealed proposals will be received at the Controller's office until WEDNESDAY, July 30, 1873, at 2 o'clock P. M., for

Assessment Fund stock of the County of New-York.....$500,000

For full information see *City Record*.

ANDREW H. GREEN, Controller.

City of New-York, Department of Finance, Controller's Office, July 17, 1873.

JONES & SCHUYLER,

NO. 12 PINE-ST., NEW-YORK,

Offer for sale Railway and Miscellaneous Securities of the highest grade, paying from 8 to 11 per cent. per annum.

ROBERT WINTHROP & CO.,

BANKERS AND BROKERS,

NO. 18 WALL-ST.

Execute orders for STOCKS, BONDS, and GOLD, allow interest on DEPOSITS, and transact a general Banking and Brokerage business.

AGENCY OF ST. LOUIS AND IRON MOUNTAIN R. R. CO.,

NO. 120 BROADWAY.

The company offers for sale $100,000 of its second mortgage bonds (principal and interest payable in gold) at 87½ and accrued interest. Apply to

G. MARQUAND, Vice President.

BROWN BROTHERS & CO.,

NO. 59 WALL-ST.,

ISSUE COMMERCIAL and TRAVELERS' CREDITS AVAILABLE in all PARTS of the WORLD.

MONTGOMERY AND EUFAULA RAILROAD.

Holders of the Mortgage Bonds of this Railroad are requested to call at the office of GEORGE OPDYKE & CO., No. 25 Nassau-st., before Aug. 1, to arrange for a lease of the Railroad to protect their interests.

OFFICE CLEVELAND AND MAHONING VALLEY RAILWAY COMPANY, CLEVELAND, Ohio, June 25, 1873.

THE ANNUAL MEETING OF THE STOCKholders of the Cleveland and Mahoning Valley Railway Company, for the election of directors for the ensuing year, and for the transaction of such other business as may come before said meeting, will be held at the office of the Company, in the City of Cleveland, between the hours of 10 A. M. and 4 P. M., on WEDNESDAY, the 6th day of August, 1873. The transfer-books of stock will be closed for ten days previous to and including said day. DANIEL J. DAY, Secretary.

INSURANCE SCRIP.—ATLANTIC, COMMERCIAL AND UNION SCRIP, wanted by

WM. C. GILMAN, No. 46 Pine-st.

FINANCIAL.

CITY OF ROCHESTER

7 PER CENT. BONDS,

ISSUED FOR CONSTRUCTION OF WATER-WORKS UNDER ACT OF LEGISLATURE.

PASSED APRIL 27, 1872.

Rochester possesses the elements of a prosperity unexcelled, if equaled, by any other city in this State. It is the centre of trade to a surrounding population of about 500,000, to whom the means of transportation are furnished by Railroads radiating from the city in eleven different directions.

Its indebtedness, excluding this loan, is less than $1,850,000, while it has Public Property amounting to about $2,350,000, and Private Real Estate valued at $70,000,000.

The bonds are issued in either Coupon or Registered form; the Registered being transferable at the office of the Union Trust Company of New-York, where both principal and interest are payable.

The expenditure of moneys derived from their sale is directed by the Mayor of the city and the Board of Commissioners.

PRICE PAR AND INTEREST. CIRCULARS UPON APPLICATION.

ROBINSON, CHASE & CO.

Bankers, No. 18 Broad-st.

$2,500,000

FIRST MORTGAGE GOLD BONDS

OF THE

Jacksonville, North-western and South-eastern Railway, of Illinois.

Interest at the rate of seven per cent. per annum, paid Jan. 1 and July 1, at New-York, London, or Frankfort-on-the-Main, at the option of the holder. Bonds will be registered if desired.

This road is now completed from Jacksonville to a junction with the Chicago and Alton Railroad, at Virden, a distance of over thirty miles. The road, so far as completed, is thoroughly equipped, entirely paid for, in full operation, and it is upon *completed* road only that bonds are now offered at 90 and accrued interest in currency. The road will be 195 miles in length, and is bonded at $20,000 per mile, making total issue $2,500,000. This road traverses the garden of the State, crosses all the most important roads, controls the enormous coal mines at Virden, and its bonds are most highly esteemed by those whose investigation has been most searching. We have personally examined every detail of this company, and have gone repeatedly over the entire line. We are consequently enabled to recommend these bonds as an absolutely perfect security.

Pamphlets and further particulars may be had by applying to

GIBSON, CASANOVA & CO., Bankers,

No. 50 Exchange-place, New-York.

NEW-YORK AND OSWEGO MIDLAND

FIRST MORTGAGE BONDS.

ON A COMPLETED ROAD.

TRACK CONNECTED BETWEEN NEW-YORK AND OSWEGO, AND THROUGH TRAINS WILL BE RUNNING IN A FEW DAYS.

The character of the road, and its unquestioned control of a large business in the immediate future, backed by the co-operation of wealthy capitalists, and experienced railroad men represented in its new direction, are a guarantee of the success of the Midland enterprise.

The earnings of the disconnected sections indicate a large and remunerative business on the completed road. Of the $8,000,000 First Mortgage Bonds, less than $500,000 remain unmarketed, and the loan may be closed out at any moment.

For the present we are offering this limited amount for sale, and recommend them as a

A FIRST-CLASS AND SAFE SECURITY.

GEORGE OPDYKE & CO.,

No. 25 NASSAU-ST.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD CO.'S

FIRST MORTGAGE BONDS.

Interest 7 per Cent., January and July; principal due in 1903; Coupon Bonds of $1,000 each; Registered Bonds of $5,000 and $10,000 each. Price 105 and accrued interest. For sale by

DAVIS & FREEMAN,

NO. 53 EXCHANGE-PLACE.

Houston and Texas Central Railroad

FIRST MORTGAGE

LAND GRANT SINKING FUND

7 Per Cent. Gold Bonds

ON THE NORTH-WESTERN DIVISION.

The road is entirely completed, and its earnings very large. These bonds, which we recommend as an entirely safe investment, can be obtained at 90 and accrued interest in currency, of

JOHN J. CISCO & SON, No. 59 Wall-st.

WALKER, ANDREWS & CO

No. 14 Wall-st., New-York.

ANDREWS & CO., PARIS.

TRAVELERS' CREDITS.

Exchange and Circular Notes on UNION BANK OF LONDON and on PARIS.

Stocks, Bonds, and Gold bought and sold on commission.

KOUNTZE BROTHERS, Bankers, 12 Wall St., issue Circular Notes, and Letters of Credit on the Union Bank of London, available in all parts of the world.

PARIS AND DECATUR RAILROAD COMPANY.

PRESIDENT'S OFFICE, PARIS, ILL., July 22, 1873.

In accordance with the terms of the trust deed made by this Company to the Union Trust Company, providing for a cumulative sinking fund, the following bonds have been drawn by lot by said Union Trust Company for redemption at par in gold, and may be presented upon the 6th day of August next, at the office of the said Union Trust Company in New-York, or at the office of Messrs. Grant Brothers & Co., Bankers, London; and notice is hereby given that upon that date, by the terms of said trust deed, these bonds will cease to draw interest: 1,382, 312, 357, 1,803, 2,137, 412, 81, 1,192, 2,218, 1,544, 582, 369, 1,324, 1,459, 2,323, 243, 2,059, 779, 2,378, 2,263, 1,328, 1,774, 483, 1,844, 573, 1,981, 1,006, 2,300, 158, 1,097, 1,768, 725, 101, 216, 2,067, 2,106, 329, 1,496, 1,467, 1,296, 2,337, 1,361, 2,138, 2,351, 1,383, 188, 2,262, 206, 261, 945, 2,167, 5.

ROBERT G. HERVEY, President.

PROPOSALS FOR $500,000 ASSESSMENT FUND STOCK.

SEALED PROPOSALS will be received at the Controller's office until WEDNESDAY, July 30, 1873, at 2 o'clock P. M., for the whole or any part of the sum of FIVE HUNDRED THOUSAND DOLLARS OF ASSESSMENT FUND STOCK OF THE COUNTY OF NEW YORK, authorized by chapter 565, section 7, laws of 1865.

By order of

ANDREW H. GREEN, Controller.

For particulars see the *City Record*.

DIVIDENDS.

PETER COOPER FIRE INSURANCE COMPANY, No. 9 PINE-ST., CORNER WILLIAM-ST., NEW-YORK, July 29, 1873.

THIRTY-SEVENTH DIVIDEND.—A DIVIdend of Ten per Cent. will be paid on and after Aug. 1. Surplus over capital, July 1, 1873, $210,000; good business solicited. JONATHAN C. ELY, President.

WM. H. RISLEY, Secretary.

INTERNATIONAL AND GREAT NORTHERN RAILROAD COMPANY OF TEXAS.—No. 52 Wall-st.—The coupons due 1st August, 1873, on Eight per Cent. Convertible Bonds of these companies will be paid at National City Bank.

THOS. W. PEARSALL, Treasurer.

OFFICE OF THE ST. NICHOLAS INSURANCE COMPANY, No. 166 BROADWAY, NEW-YORK, July 24, 1873.

THE USUAL SEMI-ANNUAL DIVIDEND OF Five per Cent. has been declared, payable Aug. 1, 1873.

J. DU BOIS, Secretary.

PACIFIC BANK, NEW-YORK, July 21, 1873.

THE BOARD OF DIRECTORS HAVE DEclared a Quarterly Dividend of Three per Cent., payable on and after the 1st day of August.

R. BUCK, Cashier.

THE BONDS AND COUPONS OF THE CITY Peoria, Ill., due Aug. 1, 1873, will be paid at our office on and after that date.

CLARK, DODGE & CO., No. 51 Wall-st.

DIVIDENDS.

FORTY-THIRD DIVIDEND.

NIAGARA

FIRE INSURANCE COMPANY, No. 201 Broadway.

Cash Value of Assets, July 1	$1,168,066
Total Liabilities	96,890
Net Assets	$1,071,176

NEW-YORK, July 16, 1873.

The Board of Directors have this day declared a semi-annual Dividend of FIVE PER CENT., payable on demand.

HENRY A. HOWE, President.
P. NOTMAN, Vice Pres. and Sec'y.

DIVIDEND NOTICE.

OFFICE DELAWARE AND HUDSON CANAL COMPANY, NEW-YORK, July 19, 1873.

The Board of Managers of this Company has declared a dividend of FIVE PER CENT. upon the amount of its capital stock, now represented by outstanding certificates.

This dividend, TOGETHER WITH THE INTEREST due shareholders upon their PAID-UP INSTALLMENTS OF THE NEW STOCK, will be paid at the NATIONAL BANK OF COMMERCE, in New-York, on and after FRIDAY, 1st of August next.

The transfer-books will close this evening and remain closed until the morning of MONDAY, Aug. 4.

By order of the Board.

JAMES C. HARTT, Treasurer.

MISSISSIPPI AND MISSOURI RAILROAD COMPANY.

In conformity with a decree of the United States Circuit Court for the District of Iowa, a dividend is now payable to the holders of assented stock of the above-named company, on presentation of the Union Trust Company's certificates held by them, at the office of RIGGS & CO., No. 56 Wall-st.

G. W. STANTON,
JOHN ELLIOTT, } Committee.
B. WILSON,

BROADWAY INSURANCE COMPANY, NO. 158 BROADWAY, JULY 17, 1873.

CAPITAL	$200,000
SURPLUS	240,000

FORTY-FIFTH DIVIDEND.—The Board of Directors have declared a Semi-annual Dividend of Ten per cent., payable Aug. 1.

JOHN WRAY, Secretary.

THIRTY-THIRD DIVIDEND.

OFFICE LENOX FIRE INSURANCE COMPANY, No. 158 BROADWAY, NEW-YORK, July 8, 1873.

A Semi-annual Dividend of Five per Cent. has this day been declared, payable on demand.

JOHN WRAY, Secretary.

CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY, CLEVELAND, Ohio, July 24, 1873.

SEMI-ANNUAL DIVIDEND OF THREE and a half per cent. has been declared by this company, payable on and after Aug. 15, next.

Stockholders registered at New-York will be paid at the office of the United States Trust Company of New-York, No. 49 Wall-st.

The transfer-books will be closed at the close of business on Aug. 2, and reopened on MONDAY, Aug. 18.

GEO. H. RUSSELL, Treasurer.

CLEVELAND AND PITTSBURG RAILROAD COMPANY, OFFICE OF THE SECRETARY, CLEVELAND, July 24, 1873.

NOTICE IS HEREBY GIVEN, THAT THE Second Mortgage Bonds of this Company, which mature Sept. 1 proximo, will be paid on and after this date upon presentation at the office of the Farmers' Loan and Trust Company, in New-York, with adjustment of interest for unexpired time.

G. A. INGERSOLL, Secretary.

OFFICE OF THE UNITED STATES EXPRESS COMPANY, No. 82 BROADWAY, NEW-YORK, July 17, 1873.

THE DIRECTORS OF THE UNITED STATES EXPRESS COMPANY have declared a Quarterly Dividend of $2 per share, payable at the Union Trust Company of New-York on and after Aug. 1, prox.

The transfer-books will close at 2 o'clock P. M. on Wednesday, the 23d inst., and remain closed until Monday, Aug. 4.

GEORGE G. FARNHAM, Treasurer.

OFFICE OF THE FARMERS' LOAN AND TRUST COMPANY, No. 26 EXCHANGE-PLACE, CORNER WILLIAM-ST., NEW-YORK, July 24, 1873.

THE USUAL QUARTERLY DIVIDEND OF THREE PER CENT. on the capital stock of this company has been declared payable on 1st of August next.

The transfer-books are closed till that date.

GEO. P. FITCH, Secretary.

THE COUPONS OF THE NEW-JERSEY MIDLAND RAILWAY FIRST MORTGAGE SEVEN PER CENT. GOLD BONDS, due Aug. 1, 1873, will be paid on and after that date, free of Government tax, on presentation at the banking-house of GEORGE OPDYKE & CO., No. 25 Nassau-st., New-York. The transfer-books of the registered bonds will close on the 25th inst. and reopen Aug. 1.

NEW-YORK, July 24, 1873.

H. R. LOW

SHIPPING.

INMAN LINE FOR QUEENSTOWN AND LIVERPOOL.

Royal Mail Steamers are appointed to sail as follows:
CITY OF ANTWERP.........Thursday, July 31, 10 A. M.
CITY OF BROOKLYN.........Saturday, Aug. 2, 11 A. M.
CITY OF PARIS.........Saturday, Aug. 9, 2 P. M.
CITY OF LIMERICK.........Thursday, Aug. 14, 10 A. M.
CITY OF NEW-YORK.........Saturday, Aug. 16, 2 P. M.
and each succeeding SATURDAY and THURSDAY, from Pier No. 45 North River.

RATES OF PASSAGE.
CABIN, $70, $80, and $90, gold, according to accommodation. Round trip tickets at low rates.
STEERAGE, to Liverpool, Queenstown, Glasgow, Londonderry, London, Bristol or Cardiff, $30. Prepaid certificates, $32, currency.
Passengers also forwarded to Havre, Hamburg, Sweden, Norway, Denmark, and Paris, at reduced rates.
Drafts issued at lowest rates.
For Cabin Passage and general business apply at the Company's office, No. 15 Broadway.
For Steerage Passage, at No. 32 Broadway.
JOHN G. DALE, Agent.
Or to O'DONNELL & FAULK, No. 402 Chestnut-st., Philadelphia.
M. S. CREAGH, No. 102 State-st., Boston.
F. C. BROWN, No. 32 South Clark-st., corner Lake-st., Chicago.
WM. INMAN, Liverpool, and No. 9 Rue Scribe, Paris.

ANCHOR LINE.

Steamers sail from Pier No. 20 North River, New-York, EVERY WEDNESDAY AND SATURDAY

Olympia......Wed., July 30	Anglia......Sat., Aug. 16
Victoria......Sat., Aug. 2	Trinacria......Wed., Aug. 20
Columbia......Wed., Aug. 6	California......Sat., Aug. 23
Castalia......Sat., Aug. 9	Caledonia......Wed., Aug. 27
Europa......Wed., Aug. 13	India......Sat., Aug. 30

The passenger accommodations on steamers of this line are unsurpassed for elegance and comfort. Cabin state-rooms are all on upper deck, thus securing good light and ventilation.

RATES OF PASSAGE TO GLASGOW, LIVERPOOL, OR LONDONDERRY.

	Sat. Steamers. Gold.	Wed. Steamers. Currency.
Cabins	$75 and $65	$75 and $65
Cabin return tickets, securing best accommodations.	$130	$130

STEERAGE, $30, CURRENCY.
Tickets for passage to or from any sea-port or railway station in Great Britain, Ireland, or the Continent issued at lowest rates.
Drafts for any amount at current rates.
Company's Offices, No. 7 Bowling-green, New-York.
HENDERSON BROTHERS, Agents.

WHITE STAR LINE,

FOR QUEENSTOWN AND LIVERPOOL, CARRYING THE

UNITED STATES MAIL.

NEW AND FULL POWERED STEAM-SHIPS, sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.
ADRIATIC.........SATURDAY, Aug. 2, at 11 A. M.
BALTIC.........SATURDAY, Aug. 9, at 3 P. M.
CELTIC.........SATURDAY, Aug. 16, at 11:30 A. M.
OCEANIC.........SATURDAY, Aug. 23, at 3 P. M.
From White Star Dock, Pavonia Ferry, Jersey City.
Passenger accommodations (for all classes) unrivaled, combining

SAFETY, SPEED, AND COMFORT.

Saloon, State-rooms, Smoking-room and Bath-rooms in MIDSHIP section, where least motion is felt. Surgeons and stewardesses accompany these steamers.
Rates—Saloon, $100, gold; steerage, $30, currency. Those wishing to send for friends from the old country can now obtain steerage prepaid certificates, $32, currency.
Passengers booked to or from all parts of America, to Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.
Drafts from £1 upward.
For inspection of plans and other information apply at the Company's offices, No. 19 Broadway, New-York.
J. H. SPARKS, Agent.

CUNARD LINE.

NOTICE.
With the view of diminishing the chances of collision, the steamers of this line will henceforth take a specified course for all seasons of the year.
On the outward passage from Queenstown to New-York or Boston crossing meridian of 50 at 43 latitude, or nothing to the north of 43.
On the homeward passage, crossing the meridian of 50 at 42 latitude, or nothing to the north of 42.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS, BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

FROM NEW-YORK.

*Russia, Wed'day, July 30	Calabria, Sat'day, Aug. 2
*Java, Wednesday, Aug. 6	Samaria, Sat'day, Aug. 16
*Cuba, Wednesday, Aug. 13	Abyssinia, Sat'day, Aug. 23
*Scotia, Wednesday, Aug. 20	Batavia, Saturday, Aug. 30
*Algeria, Wed'day, Aug. 27	

Steamers marked thus * do not carry steerage passengers. And every following WEDNESDAY and SATURDAY from New-York. Cabin passage, $80, $100, and $130, gold, according to accommodation. Tickets to Paris, $15, gold, additional. Return tickets on favorable terms. Steerage, $30, currency. Steerage tickets from Liverpool and Queenstown and all parts of Europe at lowest rates. For freight and cabin passage apply at the Company's office, No. 4 Bowling-green. For steerage passage at No. 111 Broadway, Trinity Building.
CHAS. G. FRANCKLYN, Agent.

PASSENGERS PER STEAM-SHIP RUSSIA embark from the Cunard Wharf, foot of Grand-st., Jersey City, at 9 A. M., on WEDNESDAY, July 30, 1873.
CHAS. G. FRANCKLYN,
No. 4 Bowling-green, New-York.

GREAT WESTERN STEAM-SHIP LINE.

NEW-YORK TO BRISTOL, (Eng.,) DIRECT.
Taking goods and passengers for London, Cardiff, Newport, Gloucester, and all ports in Bristol Channel.
THE STEAMERS OF THIS LINE WILL SAIL FROM PIER NO. 18 EAST RIVER, as follows:
GREAT WESTERN, STAMPER.........Wednesday, Aug. 6
LADY LYCETT, EVATT.........Saturday, Aug. 16
ARRAGON, WESTERN.........Wednesday, Aug. 27
CORNWALL, GIBSON, to follow.
Cabin passage, $70 currency. Intermediate, $45 currency. Steerage, $30 currency.
Parties wishing to send for their friends can obtain prepaid certificates. Drafts for £1 and upward.
For freight or passage, apply to
E. R. MORGAN'S SONS,
No. 70 South-st., New-York.

ONLY DIRECT LINE TO FRANCE.
THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.
The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:
VILLE DU HAVRE.......SURMONT...Saturday, Aug. 9
PEREIRE.......DAURE...Saturday, Aug. 23
ST. LAURENT.......ROUSSAN...Saturday, Sept. 6
EUROPE.......LEMARIE...Saturday, Sept. 20
PRICE OF PASSAGE IN GOLD (including wine) TO BREST OR HAVRE.
First cabin.......$125 | Second cabin.......$75
Excursion tickets at reduced rates.
These steamers do not carry steerage passengers.
American travelers going to, or returning from, the Continent of Europe, by taking this line, avoid both transit by English railway and the discomforts of crossing the Channel, besides saving time, trouble, and expense. GEORGE MACKENZIE, Agent,
No. 58 Broadway.
NOTE.—Railroad tickets between Paris and Vienna at reduced rates.

NATIONAL LINE OF STEAM-SHIPS.
WEEKLY TO QUEENSTOWN AND LIVERPOOL.
FORTNIGHTLY TO LONDON DIRECT.
From Piers Nos. 44 and 47 North River.
TO QUEENSTOWN AND LIVERPOOL.
SPAIN, GRACE.........Saturday, Aug. 2, at 11 A. M.
ITALY, GRIGG.........Saturday, Aug. 9, at 3 P. M.
GREECE, THOMAS.........Saturday, Aug. 16, at 11 A. M.
EGYPT, GROGAN.........Saturday, Aug. 23, at 3 P. M.
FOR LONDON DIRECT.
DENMARK, SUMNER.........Thursday, Aug. 14, at 10 A. M.
Cabin passage, $70, $80, $90, currency. Steerage, $29, currency. Return tickets at reduced rates. Prepaid steerage tickets from Liverpool, Queenstown, Londonderry, Glasgow, Cardiff, Bristol or London, at the lowest rates.
For further information, apply at the Company's office, No. 69 Broadway. F. W. J. HURST, Manager.

FOR LIVERPOOL.
(VIA QUEENSTOWN,)
CARRYING THE UNITED STATES MAILS.
THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full-power iron screw steam-ships from
PIER NO. 46 NORTH RIVER, EVERY WEDNESDAY, as follows:
NEVADA, Capt. FORSYTH.........July 30, 9:30 A. M.
MANHATTAN, Capt. JAS. PRICE, JR.........Aug. 6, 3 P. M.
WYOMING, Capt. MORGAN.........Aug. 13, 9:30 A. M.
IDAHO, Capt. GUARD.........Aug. 20, 3 P. M.
MINNESOTA, Capt. T. F. FREEMAN....Aug. 27, 9:30 A. M.
WISCONSIN, Capt. T. W. FREEMAN....Sept. 3, 1:30 P. M.
Cabin passage, $80, gold.
Steerage passage, (Office No. 29 Broadway,) $30, currency.
For freight or cabin passage apply to
WILLIAMS & GUION, No. 63 Wall-st.

NORSE AMERICAN STEAM-SHIP COMPANY.
STEAM TO LONDON DIRECT.
Taking passengers and goods to Bergen, Christiania and the principle Norwegian ports.
The splendid new, powerful steam-ship
HACON ADELSTEEN, Capt. Müller,
will leave her dock, Harbeck stores, Brooklyn, on TUESDAY, 5th August.

Price of passage	Currency.		Currency.
To London, first cabin	$80	Steerage	$30
To Bergen and Christiania, first cabin	80	Steerage	38

The new steam-ship SANCT OLAF will follow on the 19th August.
For freight or passage apply to the general agents of the Company.
FUNCH, EDYE & CO.,
No. 27 South William-st.

WHITE CROSS LINE.
STEAM TO ANTWERP DIRECT.
The splendid new, powerful steam-ship C. F. FUNCH, F. KNUDSEN, Commander, will leave her dock, Harbeck's Stores, Brooklyn, on TUESDAY, the 5th August, at noon.
Price of Passage—First cabin, $75, currency; steerage, $30, gold. Steam-ship STEINMAN will follow.
For freight or passage apply to
FUNCH, EDYE & CO.,
No. 27 South William-st.

FOR ST. THOMAS AND BRAZIL.
RATES OF FREIGHT REDUCED.
UNITED STATES AND BRAZIL STEAM-SHIP COMPANY.
REGULAR MAIL STEAMERS sailing on the 23d of every month.
SOUTH AMERICA, Capt. TINKLEPAUGH.........Aug. 23
ONTARIO, Capt. SLOCUM.........Sept. 23
MERRIMACK, Capt. WEIR.........Oct. 23
These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to
WM. R. GARRISON, Agent,
No. 5 Bowling-green, New-York.

NEW-YORK AND HAVANA DIRECT MAIL LINE.
These first-class steam-ships will sail every TUESDAY, at 3 P. M., from Pier No. 13 North River, (foot of Cedar-st.,) for Havana direct, as follows:
Steam-ship WILMINGTON, TUESDAY, Aug. 5.
Steam-ship MORRO CASTLE, TUESDAY, Aug. 12.
Steam-ship COLUMBIA, TUESDAY, Aug. 19.
For freight or passage (having magnificent accommodations) apply to WM. P. CLYDE & CO.,
No. 6 Bowling-green.
D. McKELLAR, Agent in Havana.
March 31, 1873.

SHIPPING.

CARDIFF LINE.

NEW-YORK TO CARDIFF.
The South Wales Atlantic Steam-ship Company's New, First-Class, Full-Powered Clyde-Built Steam-ships
Will sail from Pennsylvania Railroad Wharf, Jersey City:
GLAMORGAN.........Saturday, Aug. 2
PEMBROKE.........Aug. 20
GLAMORGAN.........Sept. 10
PEMBROKE.........Oct. 1
Carrying goods and passengers at through rates from all parts of the United States and Canada to ports in the Bristol Channel, and all other points in England.
These steam-ships, built expressly for the trade, are provided with all the latest improvements for the comfort and convenience of
CABIN AND STEERAGE PASSENGERS.
First Cabin.........$75 and $80 currency.
Second Cabin.........$55 currency.
Steerage.........$30 currency.
Prepaid steerage certificates from Cardiff.........$33
Drafts for £1 and upward.
For further particulars apply in Cardiff at the Company's Offices, No. 1 Dock Chambers, and in New-York to ARCHIBALD BAXTER & CO., Agents,
No. 17 Broadway.

PACIFIC MAIL STEAM-SHIP COMPANY'S LINE TO

CALIFORNIA, JAPAN, AND CHINA,

VIA PANAMA.
CARRYING MAILS, PASSENGERS, AND FREIGHT TO
ASPINWALL, PANAMA, SANTA MARTHA, GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.
Aug. 5.—Steamer RISING STAR, Capt. J. B. HILDRETH, will leave Pier No. 42 North River at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer NEVADA, Capt. ——, leaving Panama for San Francisco, and calling at San Diego, Acapulco, Mazatlan and Mansanillo; also connecting for all Central American and South Pacific Ports. Departures of 20th each month from New-York connect with the Company's steamer touching at San Benito, Tonala, Salina Cruz, and Port Angel. The splendid steam-ship COSTA RICA will leave San Francisco on or about Aug. 24, for Honolulu, Sandwich Islands.
One of the company's splendid steamers will leave San Francisco Aug. 16, 1873, for Japan and China. For rates of passage, freight, and all further information, apply at Company's office on the pier, foot of Canal-st.
H. J. BULLAY, Sup't. GEO. H. BRADBURY, Pres't.

FOR SAVANNAH, GA.
THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.
GREAT SOUTHERN FREIGHT AND PASSENGER LINE.
CENTRAL RAILROAD OF GEORGIA, AND ATLANTIC AND GULF RAILROAD.
TUESDAYS, THURSDAYS, AND SATURDAYS.
THE STEAM-SHIPS
MAGNOLIA, Capt. CHRESEMAN, THURSDAY, July 31, from Pier No. 43 North River, at 3 P. M.
WM. R. GARRISON, Agent,
No. 5 Bowling-green.
FLORIDA, Capt. MITCHELL, SATURDAY, Aug. 2, from Pier No. 13 North River, at 3 P. M.
R. LOWDEN, Agent,
No. 93 West-st.
SAN SALVADOR, Capt. NICKERSON, SATURDAY, Aug. 2, from Pier No. 43 North River, at 3 P. M.
WM. R. GARRISON, Agent,
No. 5 Bowling-green.
LEO, Capt. DEARBORN, TUESDAY, Aug. 5, from Pier No. 16 East River, at 3 P. M.
MURRAY, FERRIS & CO., Agents,
No. 62 South-st.
Insurance by this line ONE-HALF PER CENT.
Superior accommodations for passengers.
Through rates and bills of lading in connection with Central Railroad of Georgia to all points.
Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.
C. D. OWENS, Agent A. & G. & G. R. R., No. 229 Broadway.
GEORGE YONGE, Agent C. R. R., No. 409 Broadway.

THE GREAT SOUTHERN FREIGHT AND PASSENGER LINE,
FOR CHARLESTON, S. C., THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.
Sailing every WEDNESDAY and SATURDAY at 3 P. M., from Pier No. 29 North River.
GEORGIA, Capt. CROWELL, Wednesday, July 30.
CHARLESTON, Capt. JAMES BERRY, on Saturday, Aug. 2.
Superior accommodations for passengers.
☞ Insurance by this line ONE-HALF PER CENT.
Goods forwarded free of commission.
Passage tickets and bills of lading issued and signed at the office of
JAMES W. QUINTARD & CO., Agents,
No. 177 West-st., (corner of Warren,)
Or WM. P. CLYDE,
No. 6 Bowling-green.
Through freight tariffs. Passage tickets by all routes and to all points in the South and South-west, and further information can be obtained at the office of
BENTLEY D. HASELL,
General Agent Great Southern Freight Line,
No. 317 Broadway.

ATLAS MAIL LINE.

MAIL SERVICE FOR WEST INDIES, HAVANA, VENEZUELA, AND SPANISH MAIN.
The Company's iron screw steamers are appointed to sail as follows: (Loading berth Pier No. 12 North River.)
For Turk's Island and Jamaica,
ATLAS, (new,) Capt. PORTER, Aug. 7.
For Port-au-Prince, Savanilla, and Carthagena,
CLARIBEL, Aug. 9.
For freight and passage apply to PIM, FORWOOD & CO., General Agents, No. 56 Wall-st. and No. 59 Pine-st.

DIRECT LINE TO HAVANA, PROGRESO AND VERA CRUZ.
New-York and Mexican Mail Steam-ship Line, leaving Pier No. 3 North River, at 3 P. M., every Thursday.
CITY OF MERIDA, (Havana only).........July 31
CITY OF HAVANA, (Havana and Nassau).........Aug. 7
CITY OF MEXICO, (Havana and Mexico).........Aug. 14
For freight or passage apply to
F. ALEXANDRE & SONS, No. 33 Broadway.

NOTICE TO TRAVELERS.
Families or gentlemen going to travel on the Continent of Europe, who can afford the expense of a courier, should never leave Paris without one. Their services are invaluable in relieving the traveler from multiplicity or cares and troubles respecting passports, examination and conveyance of luggage, in securing the best accommodation, in protecting the traveler from imposition, and an infinity of annoyances to which they are exposed in various parts of the Continent. Competent and trustworthy couriers and traveling servants may always be obtained by applying to the COURIER SOCIETY, No. 3 Rue d'Alger, near the Tuileries Garden, Paris.

STEAMBOATS.

STONINGTON LINE
TO BOSTON AND PROVIDENCE.—DAY LINE.
The entirely new and magnificent steamer RHODE ISLAND, 3,000 tons, is now running daily, (Sundays excepted,) from Pier foot 23d-st., East River, at 2:30 P. M.
Steamer SYLVAN GLEN, from Peck-slip at 2:10 P. M., connects with the RHODE ISLAND, Dry Dock cars from Astor House, Avenue C cars from Chambers-st., and Twenty-third-street cars run direct to above pier.
NIGHT LINE.—Daily, except Sundays, from Pier No. 33 North River, at 5 P. M., steamers STONINGTON and NARRAGANSETT.
Tickets sold at all the principal railroad offices, and state-rooms secured at No. 319 Broadway, corner Thomas-st., and Westcott Express Company's office, No. 785 Broadway, corner 10th-st.; No. 1,302 Broadway, No. 595 6th-av., corner 35th-st.; No. 7 Park-place, and No. 327 Washington-st., Brooklyn.
D. S. BABCOCK, President.

STEAMER RHODE ISLAND,
From foot 23d-st., East River.
EXCURSION
Tickets to Stonington and return same trip for $3.

STEAMER HELEN, FOOT OF FRANKLIN-ST., for Red Bank and intermediate stations:

LEAVE NEW-YORK.	LEAVE RED BANK.
Saturday, 26th...3:00 P. M.	Monday, 28th....6:00 A. M.
Monday, 28th...11:00 A. M.	Tuesday, 29th.....6:30 A. M.
Tuesday, 29th...11:30 A. M.	Wednesday, 30th.6:30 A. M.
Wedns'day, 30th.12:00 M.	Thursday, 31st...7:00 A. M.
Thursday, 31st...12:30 P. M.	

STEAMER SEA BIRD, FOOT OF FRANKLIN-st., for Red Bank and intermediate stations:

LEAVE NEW-YORK.	LEAVE RED BANK.
Monday, 28th....6:30 A. M.	Monday, 28th...10:30 A. M.
Tuesday, 29th.....7:00 A. M.	Tuesday, 29th...11:00 A. M.
Wednesday, 30th.7:30 A. M.	Wednesday, 30.11:30 A. M.
Thursday, 31st...8:00 A. M.	Thursday, 31st.12:00 M.

HARTFORD BOATS—DAILY LINE.—LEAVE Pier No. 24 Peck-slip, East River, daily, (except Sundays,) at 4 o'clock P. M. All persons are forbid trusting any one on account of these steamers.
W. H. GOODSPEED, Vice President.
SAXTON & SEABURY, Freight Agents, No. 112 South-st.
JUNE 1, 1873.

FOR GLEN COVE AND ROSLYN—LANDING at Baylis' Dock, (Fort Schuyler,) Great Neck, Sand's Point, Glen Wood.—Steamer SEAWANHAKA leaves New-York daily, (Sundays excepted,) from Pier No. 24 East River, (Peck-slip,) at 4 P. M., stopping at 33d-st., each way, for passengers only.

STEAM-TUG FOR SALE.
One New Steam Tug 70 feet x 15½ feet x 6½ feet hold, engine 17x17, with water-tanks. Apply to C. W. COPELAND, No. 64 Broadway.

FOR STAMFORD AND GREENWICH.—THE beautiful steam-boat NELLY WHITE leaves foot of Market-street every afternoon at 3:30, and 33d-st. at 3:45 o'clock. Returning, leaves Stamford at 7, and Greenwich at 7:35 o'clock A. M.

EAST RIVER ROUTE TO CONEY ISLAND.—Steamer METAMORA leaves daily, 8th-st., East River, at 9:30 A. M., 12:30 and 3:30 P. M.; Peck-slip, 9:50 A. M., 12:50 and 3:50 P. M.; Fulton Ferry, Martin's Pier, Brooklyn, 10 A. M., 1 and 4 P. M.

RONDOUT AND KINGSTON—LANDING AT Cozzens', Cornwall, Newburg, Marlborough, Milton, Poughkeepsie and Esopus. The steam-boats THOMAS CORNELL and JAMES W. BALDWIN leave Harrison-st., Pier No. 34 North River, daily, at 4 o'clock P. M.

REGULAR CONEY ISLAND BOAT.—DAILY Excursions to the Sea-shore. The steamer GENERAL SEDGWICK will leave Christopher-st., N. R., at 9:15 A. M., 12:15, 3:15 P. M.; Franklin-st. at 9:20, 12:20, 3:20; Pier No. 5 N. R. at 9:30, 12:30, 3:30.

TOURISTS' ROUTE TO HALIFAX AND THE PROVINCES via new steam-ship FALMOUTH, from Portland. Tickets and information furnished at the office of the FALL RIVER, NORWICH, and STONINGTON LINES.

FOR NORWALK AND DANBURY.—THE new steamer AMERICUS leaves daily, foot of Market-st., East River, at 3:15, and 33d-st. at 3:30 P. M., connecting with the Danbury Railroad; cool, invigorating sail; no dust, and about half railroad fare.

FOR BRIDGEPORT AND ALL POINTS ON Housatonic and Naugatuck Railroad.—Fare, $1. Steamers leave Catharine-slip at 12 noon and 11 P. M.

FOR NEW-HAVEN, HARTFORD, AND THE NORTH.—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., connecting with road.

AFTERNOON BOAT FOR NEWBURG, Poughkeepsie, Rondout, and Kingston, landing at Cozzens, West Point, Cornwall, New-Hamburg, and Milton, the MARY POWELL, from Vestry-st., Pier No. 39, every afternoon, at 3:30 o'clock.

STEAM-BOATS.

NARRAGANSETT STEAM-SHIP COMPANY.

FALL RIVER LINE

FOR BOSTON, via NEWPORT and FALL RIVER, Daily, (Sundays included,) at 5 P. M.
From Pier No. 28 North River, foot Murray-st.,
The world-renowned steamers

BRISTOL and PROVIDENCE.

Capt. A. G. SIMMONS. Capt. B. M. SIMMONS.
The most direct route to Taunton, Middleboro, Plymouth, New-Bedford, Martha's Vineyard, Nantucket, and all points on the South Shore and Cape Cod Railway. Also, through tickets to the WHITE MOUNTAINS, and all principal points of New-England and the Provinces. For tickets and state-rooms, apply at No. 241 Broadway; No. 529 Broadway, corner Spring; Broadway, corner 23d-st.; Dodd's Express-offices, No. 944 Broadway; and No. 10 Court-st., Brooklyn, or at the office on the pier.
HALL'S BANDS ENGAGED FOR THE SEASON.
A. P. BACON, Superintendent.
H. H. MANGAM, General Freight Agent.

FOR ASTORIA, HARLEM, MORRISANIA, AND HIGH BRIDGE.
SUMMER ARRANGEMENTS.
STEAM-BOATS MORRISANIA AND HARLEM WILL LEAVE
MORRISANIA—6:05, 7:20, 8:15, 9:20, 10:15, 11:45 A. M.; 1:15, 2:45, 4:15, 5:15, and 6:10 P. M.
FULTON SLIP—7:15, 8:15, 9:15, 10:25, 11:45 A. M.; 1:30, 3:05, 4:15, 5:15, 6:20, and 7:05 P. M. Landing at 8th-st.
All boats connect with steamer Catlin for High Bridge.
C. H. LONGSTREET, Superintendent.

CITIZENS' LINE FOR TROY.
Passage $1 50. The elegant steam-boats SUNNYSIDE and POWELL leave Pier No. 49 North River, foot of Leroy-st., daily, Saturdays excepted, at 6 o'clock P. M., connecting with morning trains on Rensselaer and Saratoga, New-York Central, and Troy and Boston Railroads for all points north, east, and west. The most direct route to Saratoga, Lake George, and Montreal. Through tickets sold and baggage checked to destination.
JOSEPH CORNELL, Superintendent.

DAILY EXCURSION TO GLEN COVE AND SEA CLIFF GROVE.—On and after July 1 steamer ARROWSMITH leaves Pier 36, East River, one slip above Catherine Ferry, daily, (Sundays excepted,) at 9:15 A. M., for Sea Cliff only, and 5 P. M. for Glen Cove, Pavilion Dock, and Sea Cliff, touching at 33d-st. 15 minutes later each trip. Returning from Glen Cove, Pavilion Dock, at 7:04 A. M., and Sea Cliff at 7 o'clock A. M., and 2:30 P. M. Single fare, 35 cents. Freight received during the day until 4:45 P. M.

ALBANY AND TROY $2, SARATOGA $3 50, BY DAY LINE BOATS C. VIBBARD and DANIEL DREW. Leave Vestry-st. Pier at 8:30 A. M., and 23d-st., north of Erie Ferry, at 8:45, landing at Yonkers, Tarrytown and Nyack, (by ferry-boat,) Milton, Poughkeepsie, Rhinebeck, Tivoli, Catskill, and Hudson, connecting for all points West and North. Trip tickets to West Point, Cornwall, and Newburg, returning same day, $1. Tickets by special cars and baggage checked to Saratoga and Sharon.

RAILROADS.

PENNSYLVANIA RAILROAD.

Trains leave New-York, from foot of Desbrosses and Cortlandt sts., as follows:
Express for Harrisburg, Pittsburg, the West, and South, with Pullman Palace Cars attached, 9:30 A. M., 5, 7, and 8:30 P. M. Sunday, 5, 7, 8:30 P. M.
For Baltimore, Washington, and the South, via "Pennsylvania Air Line," at 8:50 A. M. 3:20 and 9 P. M. Sunday, 9 P. M., and via P. W. and B. R. R., at 9 A. M., 12:30 and 9 P. M. Sunday, 9 P. M.
Express for Philadelphia, 8:50, 9, 9:30 A. M., 12:30, 3:20, 4, 5, 7, 8:30, 9 P. M., and 12 night. Sunday, 7, 8:30, and 9 P. M.
For Philadelphia, via Kensington, at 7 A. M., 6:10 P. M. Sunday, 6:10 P. M. Emigrant and 2d class, 7:05 P. M.
For Newark at 6, 6:30, 7, 7:40, 8:10, 9, 10, 11 A. M., 12 M., 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:10, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8, 8:30, 9, 10, 11:30 P. M., and 12 night. Sunday 5:20, 6:10, 8, 8:30, and 9 P. M.
For Elizabeth, 6, 6:30, 7, 7:40, 8:10, 9, 10, 11 A. M., 12 M., 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:20, 5:40, 6, 6:10, 6:30, 7:30, 8, 8:30, 9, 10, 11:30 P. M., and 12 night. Sunday, 5:20, 6:10, 7, 8, 8:30, and 9 P. M.
For Rahway, 6, 6:30, 7, 8:10, 9, 9:30, 10 A. M., 12 M., 12:30, 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8, 10 P. M., and 12 night. Sunday, 5:20, 6:10, and 7 P. M.
For Woodbridge and Perth Amboy, 6 and 10 A. M., 2:30, 3:30, 4:30, and 6 P. M.
For New-Brunswick, 7 and 8:10 A. M., 12 M., 2, 3, 4:10, 5:20, 6:10, 8:30, 9 P. M., and 12 night. Sunday, 6:10, 8:30, and 9 P. M.
For East Millstone, 8:10 A. M., 12 noon, 4:10, 5:20 P. M.
For Lambertville and Flemington, 9 A. M. and 2 P. M.
For Phillipsburg and Belvidere, 2 and 4 P. M.
Accommodation for Bordentown, Burlington, and Camden, 7 and 9:30 A. M., 12:30, 2, 5, and 7 P. M.
For Freehold, 7 A. M., 2 and 4 P. M.
For Jamesburg, Pemberton, Camden, 6 A. M., and via boat from Pier No. 1, 3:50 P. M.
Trains arrive as follows: From Pittsburg, 6:50, 10:25 A. M., 6:35 P. M., daily; 5:22, 10:15 A. M., and 3:55 P. M. daily, except Monday. From Washington and Baltimore, via "Pennsylvania Air Line," 6:40 A. M., 4:05 and 9:15 P. M. Sundays, 6:40 A. M.; and via P. W. and B. Railroad 6:40 A. M., 4:35 and 10:13 P. M. Sunday, 6:40 A. M.
From Philadelphia, 5:22, 6:40, 6:50, 10:15, 11:20, 11:55 A. M.; 2:15, 3:55, 4:35, 6:05, 7:25, 9:15, 10:13 P. M. Sunday, 5:22, 6:40, 6:50, 10:25, 11:20 A. M.; 3:55, 10:13 P. M.
Ticket-offices, Nos. 526, 435, 271, and 944 Broadway; No. 1 Astor House, and foot of Desbrosses and Cortlandt sts. Emigrant ticket-office, No. 8 Battery-place.
A. J. CASSATT, General Manager. D. M. BOYD, Jr., General Passenger Agent.

CENTRAL RAILROAD OF NEW-JERSEY
ALLENTOWN LINE TO THE WEST.
Passenger and Freight station in New-York, foot of Liberty-st. Connects at Somerville with South Branch Railroad; at Hampton Junction with Delaware, Lackawanna and Western Railroad; at Phillipsburg with Lehigh and Susquehanna Division; also, with Lehigh Valley Railroad. Direct line to Harrisburg, Pittsburg, and the West; also, to Central Pennsylvania and New-York State.
SUMMER ARRANGEMENT.
Commencing June 30, 1873.—Leave New-York as follows:
4:30 A. M.—News train for Easton, Bethlehem, Allentown, Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, Sharon, &c.
6:00 A. M.—Way train for Somerville.
7:00 A. M.—Way train for Flemington, Easton, Belvidere, Bath, Mauch Chunk, Wilkesbarre, Pittston, Mahanoy City, Mt. Carmel, Hazleton, Tunkhannock, Towanda, Waverly, &c. Connects at Junction with Delaware, Lackawanna and Western Railroad.
9:00 A. M.—Morning Express, daily, (except Sundays,) for Easton, Allentown, Harrisburg, and the West. Connects at Somerville for Flemington; at Easton for Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, Towanda, Waverly, &c., with through cars to Danville, Williamsport, &c.
10:15 A. M. and 12:00 M.—Way trains for Somerville.
12:50 P. M.—Express for Flemington, Easton, Bath, Allentown, Mauch Chunk, Mahanoy City, Hazleton, Wilkesbarre, Scranton, Reading, Columbia, Lancaster, Ephrata, Pottsville, Harrisburg, &c.
2:30 P. M.—Way train for Easton, Allentown, and Belvidere.
3:30 P. M.—Way train for Plainfield.
4:00 P. M.—Way train for Easton, Allentown, and Mauch Chunk. Connects at Junction with Delaware, Lackawanna and Western Railroad.
4:30 P. M.—Way train for Somerville and Flemington.
5:00 P. M.—Way train for Somerville.
5:15 P. M.—Way train for Plainfield.
5:30 P. M.—Evening Express, daily for Easton, Belvidere, Allentown, Reading, Harrisburg, Pittsburg, Chicago, &c.
6:00 and 7:00 P. M.—Way train for Somerville.
7:30 P. M.—(Emigrant)—For Easton.
9:15 and 11:30 P. M.—Way trains for Plainfield.
For Elizabeth at 4:30, 5:30, 6, 6:20, 6:45, 7, 7:30, 8, 8:45, 9, 9:30, 10:15, 11, 11:45 A. M.; 12 M.; 12:50, 1, 2, 2:30, 3, 3:30, 3:45, 4, 4:15, 4:30, 4:45, 5, 5:15, 5:30, 5:45, 6, 6:20, 7, 7:30, 7:45, 8:20, 9:15, 10:30, 11:30, 12 P. M.
R. E. RICKER,
Superintendent and Engineer.
H. P. BALDWIN, General Passenger Agent.

SOUTH-SIDE RAILROAD OF LONG ISLAND.
Trains depart and arrive at Roosevelt and Grand-street Ferries, New-York:

Depart.		Arrive.
8:10 A. M.	—Mail for Patchogue, connecting Rockaway and Hempstead....	6:05 P. M.
9:40 A. M.	—Rockaway Express....	6:52 P. M.
10:40 A. M.	—Islip Accommodation, connect Hempstead and Rockaway Beach....	4:30 P. M.
1:40 P. M.	—Babylon Acc'n, connect Hempstead and Rockaway Beach..	10:35 P. M.
3:40 P. M.	—Babylon Express, connect Hempstead and Rockaway Beach....	9:45 A. M.
4:10 P. M.	—Fire Island and Patchogue Ex.	10:05 A. M.
4:40 P. M.	—Patchogue Acc'n, connecting Rockaway and Hempstead....	9:00 A. M.
5:10 P. M.	—Hempstead and Rockaway Ex.	8:40 A. M.
5:40 P. M.	—Islip Acc'n, connecting Hempstead and Rockaway....	8:05 A. M.
6:40 P. M.	—Babylon Acc'n, connecting Hempstead and Rockaway....	6:46 A. M.
9:30 A. M.	—Sundays only, from Bushwick-av. for Patchogue, Hempstead, and Rockaway Beach, arriving at Bushwick at....	7:00 P. M.

Baggage checked at Roosevelt and Grand-street Ferries, New-York; or South 8th-st., Brooklyn.
L. S. CANFIELD, Superintendent.

NEW-YORK, NEW-HAVEN AND HARTFORD RAILROAD.
Passenger Station in New-York, Grand Central Depot. Entrance on 42d-St.
TRAINS LEAVE NEW-YORK.
Boston Express via Springfield, at 8:05 and 10 A. M. 3 and 8:05 P. M., via Shore Line at 1 and 9:07 P. M.
Trains for New-Haven leave at 7:05, 8:05, (Ex.,) 9:05, 10, (Ex.,) A. M.; 12 M.; 1, (Ex.,) 3, (Ex.,) 3:55, 4:35, and 5:10, (Local Ex.,) 8:05, (Ex.,) 9:07, (Ex.,) P. M.
To South Norwalk at 3:15 (Ex.) and 6:35 P. M.
To Stamford at 10:10 A. M., 2:20, 3:15, 4:45, 5:40, 6, and 7:20 P. M.
The 8:05 P. M. Express stops at New-Rochelle and Port Chester, and the 9:07 P. M. Express at Mount Vernon, Mamaroneck, and Rye.
Sunday Boston Mail Trains at 7:05 P. M. via Springfield, and 9:07 P. M. via Providence.
Drawing-room Cars on Day Express and Sleeping-cars on Night Express Trains.
Tickets can be purchased at ticket office of Company at Grand Central Depot, or at offices of New-York Transfer Company, No. 944 Broadway, New-York, and No. 1 Court-st., Brooklyn, who will also check baggage from residence to destination.
For further information of particulars see posters at hotels and depots.
JOHN T. MOODY,
Sup't of N. Y. and N. H. Div.

TO CAPE MAY
WITHOUT CHANGE OF CARS.
A through express-train, via Pennsylvania Railroad, leaves New-York, foot of Desbrosses and Cortlandt sts., at 12:30 P. M. Arrives at Cape May, 6:40 P. M. Returning, leaves Cape May at 7:30 A. M. Arrives in New-York at 2:14 P. M.
Rate, New-York to Cape May, $5. Rate, New-York to Cape May and return, $8.
Ticket-offices, Nos. 526, 944, 435, 271 Broadway, and No. 1 Astor House.
D. M. BOYD, Jr.,
General Passenger Agent.
A. J. CASSATT, General Manager.

BANKRUPT NOTICES.

IN THE DISTRICT COURT OF THE UNITED States for the District of New-Jersey.—In the matter of HENRY RHINE, bankrupt.—The said bankrupt having applied to the Court for a discharge from his debts, by order of the Court, notice is hereby given to all creditors who have proved their debts, and other persons in interest, to appear on the 16th day of September, A. D. 1873, at 10 o'clock A. M., before the said Court, at Trenton, New-Jersey, and show cause, if any they have, why a discharge should not be granted to the said bankrupt. R. C. BELVILLE, Clerk.
jy30-law3wW*

INSTRUCTION.

A SWISS LADY, NATIVE OF LAUSANNE, WHO, with the assistance of her sister and efficient masters, receives BOYS under thirteen years of age, to educate and prepare for public schools, wishes to make her establishment known to AMERICAN families desiring for their sons the advantages to be obtained by a RESIDENCE ABROAD with the training and comforts of a GOOD ENGLISH HOME. Inclusive terms: Sixty-five guineas for the scholastic year. For other particulars, address Mlle. LOUISE MICHAUD, Lausanne House, Worthing, Sussex, England; or, to J. B. DE TRACY, Esq., B. A., Scholastic Agent, No. 3 Charles-st., Soho-square, London, England.
KIRBY & ENDEAN, Publishers, Advertising Agents, &c., for all parts of the world, No. 190 Oxford-st., London, England.

MOUNT PLEASANT
MILITARY ACADEMY,
A SELECT BOARDING SCHOOL FOR BOYS AT SING SING, ON THE HUDSON.
The course of instruction embraces the following departments: Classical, modern languages, elementary, mathematical, English studies, and natural science. Classes are also formed in music, drawing, fencing, and elocution.
A thoroughly organized military department, riding school, with well-trained horses, gymnasium, &c.
Will reopen WEDNESDAY, Sept. 17.
BENJAMIN & ALLEN, Principals,
Sing Sing, N. Y.

STAMFORD MILITARY INSTITUTE,
Established 1850.
A family school for boys; earnest teaching, faithful discipline; location healthful, beautiful and only one hour from New-York City; a safe, happy, Christian home.
Send for Catalogue with full details and references.
W. C. WILLCOX, A. M., CAPT. W. A. FLINT, } Principals,
Stamford, Conn.

AMENIA SEMINARY, AMENIA, N. Y.—A FAMily boarding-school. On the Harlem Railroad, eighty-five miles from New York. Full courses of seminary instruction, with preparation for college or business. Personal care in study, habits, and health.
Terms, $360 per year.
Fortieth year begins Sept. 15.
S. T. FROST, A. M.

PENNSYLVANIA MILITARY ACADEMY,
CHESTER, PENN.—(FOR BOARDERS ONLY.)
Session opens WEDNESDAY, Sept. 10. Location elevated and healthful; grounds ample; buildings handsome and commodious; course of studies extensive; thorough instruction in Civil Engineering, the Classics, and English: careful oversight of the morals and manners of Cadets. For circulars apply to
Col. THEO. HYATT, President.

KINDERGARTEN.
MISS HAINES
and
MLLE. DE JANON
Respectfully announce that they will continue under the same teacher the Kindergarten so successfully established last year, with the addition of an Intermediate Class and a Class for Training Kindergarteners. Applications can be made personally or by letter No. 10 Gramercy Park.

MADAME O. da SILVA
AND
MRS. ALEX. BRADFORD'S
(formerly Mrs. OGDEN HOFFMAN'S) English, French and German Boarding and Day School for young ladies and children, No. 17 West 38th-st., New-York, reopens Sept. 24. Application may be made by letter or personally as above.

MISS HINSDALE
(SUCCESSOR TO MRS. MACAULAY)
WILL REOPEN HER
ENGLISH AND FRENCH
BOARDING AND DAY SCHOOL
FOR YOUNG LADIES AND CHILDREN,
NOS. 275 AND 277 MADISON-AV.,
ON TUESDAY, SEPT. 23, 1873.
Application may be made as above.

KIMBALL UNION ACADEMY,
MERIDEN, N. H.
Expenses lower than at any other strictly first-class Academy in New-England.
Rev. L. A. AUSTIN, A. M., Principal.

MISSES PORTER & CHAMPNEY'S
HOME SCHOOL
FOR YOUNG LADIES AND CHILDREN.
OLD HADLEY, Mass. The Fall term commences on Wednesday, Sept. 17, 1873. For circulars and testimonials, address the Principals.

NEWBURG INSTITUTE.
A FAMILY SCHOOL FOR BOYS,
Newburg, N. Y. Write for circular.
HENRY W. SIGLAR, JOHN MACNIR, } Principals.

MISS E. J. MACKIE'S
FAMILY SCHOOL FOR YOUNG LADIES,
NEWBURG, N. Y.
For circular, address the Principal.

WELLS FEMALE COLLEGE,
BANK OF CAYUGA LAKE, AURORA, N. Y.
Academic Department. For catalogue and lecture course address M. M. CARTER, Vice-President.

MORRIS FEMALE INSTITUTE,
MORRISTOWN, N. J.,
offers to twenty-five boarding pupils superior educational advantages, and the choicest home accommodations.
C. G. HAZELTINE, A. M., Principal.

MISS VAN WAGENEN
Will reopen her Boarding and Day School for Young Ladies, at No. 13 East 49th-st., on
THURSDAY, Sept. 25.
Address till Sept. 8, Fishkill, on the Hudson.

JACKSON MILITARY INSTITUTE,
Tarrytown, N. Y. Established 1857.
Address Rev. F. J. JACKSON, M. A., Principal.

TARRYTOWN, ON HUDSON.
IRVING INSTITUTE—School for Boys. Address
ARMAGNAC & ROWE, Principals.

YOUNG LADIES' BOARDING AND DAY SCHOOL, STAMFORD, CONN., Mrs. C. E. RICHARDSON, Principal.—This well-established institution, within little more than an hour's ride of New-York, offers in its course of instruction, and in the qualifications of its teachers, advantages such as are ordinarily only to be obtained in the best Metropolitan schools, and combines with those advantages such rural surroundings and so moderate a scale of charges as are unattainable in the City. A limited number of pupils only received. References—Bishop Williams, of Connecticut; Rev. Dr. Muhlenberg, Martin Paine, M. D. New-York, and Rev. Mr. Tatlock, Stamford, of whom any information can be obtained till Sept. 15. School begins Sept. 22.

MONTROSE CLASSICAL AND MILITARY School, South Orange, N. J.—One hour from New-York by the Morris and Essex Railroad; an eligible and efficient school for boys, with modern improvements; spacious drill-room, armory and equipments; reopens Sept. 16. Rev. Dr. WILEY, Principal; J. W. MILEY, instructor in mathematics and Upton's tactics, with competent instructors also in French, German and drawing. Terms, $500 per annum and no extras.

CIVIL AND MECHANICAL ENGINEERING at the Rensselaer Polytechnic Institute, Troy, N. Y.—Instruction very practical. Advantages unsurpassed in this country. Graduates obtain excellent positions. Reopens Sept. 17. For the Annual Register, containing improved course of study and full particulars, address Prof. CHARLES DROWNE, Director.

CLAVERACK COLLEGE AND HUDSON River Inst. for both sexes; fine grounds; 167 furnished rooms; 20 instructors; 11 departments; 120 classical pupils; large gymnasium and drill hall. Special advantages in all departments. Term opens Sept. 8.
Rev. ALONZO FLACK, A. M., Prest., Claverack, N. Y.

MLLES. CHARBONNIER'S FRENCH Protestant Boarding and Day School for Young Ladies, No. 36 East 35th-st., (formerly No. 42 Avenue du Roule, Neuilly, Paris,) will reopen Sept. 23. Apply by letter till Sept. 1, when Mlles. CHARBONNIER will be at their school in New-York.

MASSACHUSETTS AGRICULTURAL COLlege, founded and endowed by the State for the liberal education of the Industrial classes, will begin its next academic year Aug. 27.
For catalogue or information, address
President W. S. CLARK, Amherst, Mass.

HOME INSTITUTE, TARRYTOWN, N. Y.—AN English and French Boarding and Day School for young ladies and children, combining thorough instruction with home care and training, will reopen Sept. 10. For circulars, address Miss M. W. METCALF, Principal.

SEWARD INSTITUTE FOR BOYS, FLORIDA, Orange County, N. Y.—$300 a year, pays for board, tuition, fuel, light, &c., in this well-known Institution. Number of pupils limited to thirty-five.
T. G. SCHRIVER, A. M., Principal.

FOR BOYS.—MANSION-SQUARE INSTITUTE, Poughkeepsie, N. Y.; a first-class boarding-school; grounds extensive; uniform, dark blue; daily gymnastic drill. Reopens SEPT. 17. Address H. S. JEWETT, A. M., Principal.

BOYS' HOME AND SCHOOL.—FALLEY SEMinary, Fulton, Oswego County, N. Y., reopens 1st September, combining the facilities of a complete education with the advantage of a Christian home. Address Rev. JAMES GILMOUR.

HUDSON YOUNG LADIES' SEMINARY, HUDSON, N. Y.—The Autumn term begins Sept. 8, 1873; a native French teacher resides in the family; terms, $300 per annum. Misses PEAKE, Principals.

MISS HAINES
and
MLLE. DE JANON
Respectfully announce that they will continue, under the same teacher, the kindergarten so successfully established last year, with the addition of an intermediate class, and a class for training kindergarteners. Applications can be made personally or by letter, No. 10 Gramercy Park.

A FEW YOUNG LADIES, AS BOARDING pupils, are received by the Misses BUCKNALL, at their suburban residence New-Brunswick, N. J. The ensuing school year will commence Sept. 18.

FEMALE COLLEGE, BORDENTOWN, N. J., continues to furnish the best educational advantages at reasonable rates. Address
Rev. JOHN H. BRAKELEY, Ph. D., President.

COTTAGE HILL SEMINARY—FOR YOUNG LADIES, Poughkeepsie, N. Y. Music and the Fine Arts a specialty. Opens Sept. 17.
C. C. WETSELL, Principal and Proprietor.

HILLSIDE SEMINARY.—A SCHOOL FOR Young Ladies. Address Rev. W. H. KINGSBURY, Kingston, N. Y.

ELIZABETH COLLEGIATE SCHOOL.—A home for boys, Elizabeth, N. J.
REV. J. C. WYCKOFF.

OREAD INSTITUTE FOR YOUNG LADIES, Worcester, Mass. Send for catalogue. H. R. GREENE, A. M., Principal.

MME. BOORAEM'S SCHOOL WILL OPEN Sept. 2. For circulars, apply to Mme. BOORAEM, Brookfield Centre, Conn.

RURAL HIGH SCHOOL, CLINTON, N. Y.—A boarding school for boys. References exchanged. Send for circular. A. P. KELSEY, Principal.

DREW LADIES' SEMINARY, CARMEL, N. Y.—The Fall session opens Aug. 13. For catalogues apply to the Principal, GEO. C. SMITH, A. M.

MISS BULKLEY'S BOARDING AND DAY School for Young Ladies, Tarrytown, N. Y., will reopen Sept. 17.

GOLDEN HILL SEMINARY FOR YOUNG Ladies, Bridgeport, Conn. Address
Miss EMILY NELSON.

MILITARY BOARDING SCHOOL, WHITE Plains, N. Y. Principal, O. R. WILLIS, Ph. D.

INSTRUCTION.

MLLE. ROSTAN'S
ENGLISH AND FRENCH BOARDING AND DAY SCHOOL FOR YOUNG LADIES,
No. 31 West 52d-st., near 5th-av. and Central Park.
Will reopen WEDNESDAY, Sept. 24; a thorough English course with unsurpassed facilities for acquiring a practical knowledge of the French and other modern languages; home comforts and home priveleges are the distinguishing features of this school; the musical department under the direction of Prof. S. B. MILLS, and other instructors of acknowledged talent, offers peculiar advantages to those who desire to make music a special study. All communications to be addressed as above till Sept. 1, when Mlle. ROSTAN will be at home to receive applications herself.

MME. C. MEARS,
(Assisted by MLLE. L. SEE,)
No. 222 Madison-av., New-York.
English, French and German Boarding and Day School for young ladies and children.
WILL REOPEN SEPT. 22, 1873.
Mme. C. M. will be at home after Sept. 1 to receive her patrons and friends.

LESPINASSE
FORT WASHINGTON FRENCH INSTITUTE FOR YOUNG LADIES.
French, language of the school. Opens Sept. 22. Circulars at BRENTANO'S Book-store, No. 33 Union-square, and LESPINASSE & FRIEDMANN, No. 12 Pine-st.

MERVIEW ACADEMY, BABYLON, LONG ISLAND—Established 1866.—Miss Gannon's English, French, and German Home Academy for Young Ladies, and Conservatory of Music, will reopen for the reception of pupils on MONDAY, Sept. 8. Miss Gannon is assisted in the musical department by her niece, Miss Louisa Eckstein, the celebrated pianiste from London. Number strictly limited. For circulars apply as above.

NAZARETH HALL.—REUNION OF GRADUATES on the 25th of September next, in commemoration of the Eighty-ninth anniversary of the foundation of the school. All former pupils are requested to send their present addresses without delay to Rev. EUGENE LEIBERT, Principal, Nazareth, Northampton County, Penn.

TRINITY COLLEGIATE AND PREPARATORY SCHOOL for Boys, at Sing Sing, N. Y., superintended by Rev. G. W. Ferguson, M. A., Rector, and by A. H. Austin, Principal, who receives a limited number of boarders, at moderate and inclusive charges. For prospectus apply to the Principal.

NORWICH UNIVERSITY.—A MILITARY COLlege, established 1834. Preparatory department. Thorough classical, scientific, and military instruction. Good discipline. Address Prof. CHARLES DOLE, Northfield, Vt. Year 1873-4 opens Aug. 28.

GROVE HALL, NEW-HAVEN, CONN.—SCHOOL FOR YOUNG LADIES—Established 1820.—Next term commences Sept. 24. Apply for circulars and information to Prof. O. P. HUBBARD or EDWARD A. KINGSLEY, M. A., Principal.

MASSACHUSETTS INSTITUTE OF TECHNOLOGY.—For catalogue and June entrance examination papers address Prof. SAMUEL KNEELAND, Secretary, Boston, Mass.

MRS. MARY RODGERS GRIFFITTS WILL reopen her French and English Day School for young ladies and children, at her new residence, No. 28 West 48th-st., on MONDAY, Sept. 29.

THE MISSES GRAHAM, SUCCESSORS OF THE Misses Green, will reopen their school for young ladies at No. 1 5th-av., first house from Washington-square, on THURSDAY, the 25th of September, 1873.

CHARLIER INSTITUTE FOR YOUNG GENTLEmen, Nos. 126 and 128 East 24th-st., will reopen Sept. 22—Boarding and Day School.

FREEHOLD INSTITUTE, FREEHOLD, N. J.—A Boarding-school for boys.
Rev. A. G. CHAMBERS, Principal.

NAZARETH HALL BOARDING SCHOOL FOR Boys, at Nazareth, Northampton County, Penn.

RIVERVIEW ACADEMY, POUGHKEEPSIE, N. Y.—Work recommences Sept. 11. Boys, "Fall in."

TEACHERS.

"AMER. SCHOOL INSTITUTE" AIDS ALL who want good teachers; represents Teachers who seek positions, and does general Educational business. Established 1855. No. 14 Bond-st., New-York.
J. W. SCHERMERHORN, A. M., Actuary.

A FRENCH LADY, A GRADUATE FROM PARIS, a competent, thorough and experienced teacher, wishes a position as visiting teacher in some school in New-York; best of references. Address D. E., care of A. D. F. Randolph, No. 770 Broadway.

AN ARTIST WISHES THE POSITION OF teacher of drawing and painting, in a school or academy; a liberal salary required. Address ARTIST, Mollenhauer's music-store, No. 5 East 14th-st.

A COMPETENT AND SUCCESSFUL TEACHER desires a situation in a high school or academy; best of references furnished. Address Box No. 179 New-London, Conn.

BANKRUPT NOTICES.

DISTRICT COURT OF THE UNITED STATES, for the Southern District of New-York.—In the matter of JOHN H. BROWN, surviving partner of the late firm of ELDER & BROWN, bankrupt.—In bankruptcy.—A warrant in bankruptcy has been issued by said Court against the estate of John H. Brown, surviving partner of the late firm of Elder & Brown, of New-York, of the State of New-York, in said district, adjudged a bankrupt upon the petition of his creditors, and the payment of any debts and the delivery of any property belonging to said bankrupt individually or as such surviving partner, to him or to his use, and the transfer of any property by him are forbidden by law. A meeting of the creditors of said bankrupt to prove their debts and choose one or more assignees of his estate, will be held at a Court of Bankruptcy to be holden at No. 322 Broadway, in the City of New-York, Room No. 6, in said district, on the 11th day of August, A. D., 1873, at 12 o'clock M., at the office of Isaac Dayton, Esq., one of the Registers in bankruptcy of said Court.
OLIVER FISKE, Marshal—Messenger.

DISTRICT COURT OF THE UNITED STATES for the Southern District of New-York.—In the matter of PHILIP SCHMIDT, bankrupt.—In Bankruptcy.—A warrant in bankruptcy has been issued by said Court against the estate of Philip Schmidt, of the County of New-York, of the State of New-York, in said district, adjudged a bankrupt upon the petition of his creditors, and the payment of any debts and the delivery of any property belonging to said bankrupt, to him or to his use, and the transfer of any property by him, are forbidden by law. A meeting of the creditors of said bankrupt to prove their debts and choose one or more assignees of his estate, will be held at a Court of Bankruptcy to be holden at No. 152 Broadway in the City of New-York, in said district, on the 11th day of September, A. D. 1873, at 12 o'clock M., at the office of Henry Wilder Allen, Esq., one of the Registers in Bankruptcy of said Court. OLIVER FISKE,
Marshal—Messenger.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New-York.—In the matter of JOHN W. KELLY and JAMES L. MARSH, bankrupts.—In Bankruptcy.—Southern District of New-York, ss.—The said bankrupts having applied to the Court for a discharge from their debts; and each of them having applied for a discharge from his debts: By order of the Court, notice is hereby given to all creditors who have proved their debts, and other persons in interest, to appear on the 13th day of August, A. D. 1873, at 11 o'clock in the forenoon, at Chambers, of the said District Court, before Isaac Dayton, one of the Registers of the said Court in Bankruptcy, at his office, No. 322 Broadway, in the City of New-York, Room No. 6, and show cause why the prayer of the said petition of the bankrupts should not be granted, and why a discharge should not be granted to the said bankrupts, and each of them.—Dated New-York, 21st July, 1873.
jy23-law3wW* GEORGE F. BETTS, Clerk.

DISTRICT COURT OF THE UNITED States for the Southern District of New-York.—In the matter of GEORGE E. SANDS, bankrupt.—In bankruptcy.—A warrant in bankruptcy has been issued by said Court against the estate of George E. Sands, of the County of New-York, of the State of New-York, in said district, adjudged a bankrupt upon the petition of his creditors, and the payment of any debts and the delivery of any property belonging to said bankrupt, to him or to his use, and the transfer of any property by him are forbidden by law. A meeting of the creditors of said bankrupt to prove their debts, and choose one or more assignees of his estate, will be held at a court of bankruptcy to be holden at No. 4 Warren-street, in the City of New-York, in said district, on the 11th day of August, A. D. 1873, at 12 o'clock M., at the office of Isaiah T. Williams, Esq., one of the registers in bankruptcy of said Court.
OLIVER FISKE, Marshal—Messenger.

NO. 4,072.—IN THE DISTRICT COURT OF THE United States for the Southern District of New-York.—In the matter of HERMAN DANZIGER and MORRIS H. DANZIGER, bankrupts.—In Bankruptcy.—To whom it may concern: The undersigned hereby gives notice of his appointment as assignee of Herman Danziger and Morris H. Danziger, of the City of New-York, in the County of New-York, and State of New-York, within said district, who have been adjudged bankrupts upon a creditor's petition by the District Court of said district.—Dated at New-York the 15th day of July, A. D., 1873.
SAMSON LEWY, Assignee,
No. 189 Church-street, New-York City.
jy16-law3wW*

NO. 3,899.—IN THE DISTRICT COURT OF THE United States, for the Southern District of New-York.—In the matter of SAMUEL SINCLAIR, bankrupt.—In Bankruptcy.—To whom it may concern: The undersigned hereby gives notice of his appointment as assignee of Samuel Sinclair, of the City of New-York, in the County of New-York and State of New-York, within said district, who has been adjudged a bankrupt upon a creditor's petition by the district Court of said District.—Dated at New-York, the 15th day of July, A. D., 1873.
JAMES H. BENEDICT, No. 33 New-st., New-York City, GEORGE DOUGLASS, No. 77 Cedar-st., New-York City, } Assignees.
jy16-law3wW

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New-York.—In the matter of MORIARTY BROTHERS, bankrupts.—In Bankruptcy.—Before Edgar Ketchum, Register—The undersigned hereby gives notice of his appointment as assignee of the estate of Moriarty Brothers, of the City of New-York, within said district, who have been adjudged bankrupts upon the petition of their creditors by the District Court of said district.—Dated New-York, July 22, 1873. HENRY ELLIOTT,
jy23-law3wW* No. 23 Warren-street, New-York.

IN BANKRUPTCY.—DISTRICT OF NEW-JERSEY, ss.: At Newark, on the 16th day of July, A. D., 1873.—The undersigned hereby gives notice of his appointment as assignee of FREDERICK W. HOTCHKISS, of Elizabeth, in the County of Union, and State of New-Jersey, within said district, who has been adjudged a bankrupt upon creditor's petition by the District Court of said district. E. N. MILLER, Assignee, &c.,
jy23-law3wW* No. 782 Broad-st., Newark, N. J.

BUSINESS CHANCES.

A GENTLEMAN OF HIGHEST RESPECTAbility and position, desires a party with $10,000 to join him in the manufacture, in this City, under patents for all the States, of an article of universal use; business lucrative and unattended with the usual risks; a desirable opportunity. Address MANUFACTURE, Station H, Post-office.

FOR SALE—A RARE OPPORTUNITY.—OWING TO the death of the business partner, the survivor will sell the stock and good-will of an old established carriage business in a good locality; terms liberal to a responsible party. Address D. T. BROWN, No. 243 West 11th-st., New-York.

A RARE CHANCE FOR A MAN WITH A few thousand dollars to buy a valuable patent; or will sell State rights low for cash; 150 per cent. can be made. Principals only can address or apply J. P. BENJAMIN, No. 81 Warren-st.

A CAPABLE MAN OF MODERATE MEANS MAY find an excellent opportunity to engage in business by calling on or addressing with real name J. CHACE, No. 79 Cedar-st., Room 5, from 12 to 1 o'clock.

HORSES AND CARRIAGES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES
at the TIMES Up-town Office,
No. 54½ West 32d-st., junction of Broadway and 6th-av.
and the TIMES West-side Office,
No. 308 West 23d-st., corner of 8th-av.
NO EXTRA CHARGE WHATEVER.

STOLEN—ON FRIDAY NIGHT, 25TH INST., FROM stable of W. S. Lawrence, No. 675 Willoughby-av., Brooklyn, a BAY MARE, 15 hands high, three white feet, and wart on hind quarter. Also a BUGGY WAGON, no top, and set of HARNESS. Any information of same will be gladly received and suitably rewarded, either at No. 675 Willoughby-av., Brooklyn, or No. 92 Broad-st., New-York.

A FAMILY HORSE WANTED FOR A FEW months for his keeping; careful using and best of care by a responsible party. Address WESTCHESTER COUNTY, Box No. 131 New-York *Times* Office.

SUMMER RESORTS.

COZZENS'

West Point Hotel

is now open. For particulars address EDWARD COZZENS, West Point, N. Y.

PROSPECT PARK HOTEL,
Catskill, N. Y.,
Will open June 15. House, 250 feet elevation, with extensive grounds of some twenty acres on the Hudson; mountain air; scenery unsurpassed in the world; pleasure grounds, extended and improved; first-class accommodations for 300 or 400 guests; accessible by boat and cars.
Address JOHN BREASTED, Catskill.

SURF HOTEL,
FIRE ISLAND.
Through tickets, and baggage checked, by South-side Railroad trains, leaving South 8th-st., Williamsburg, at 8:30 A. M. and 4:30 P. M.
D. S. S. SAMMIS, Proprietor.

MONTONESE HOUSE,
BRANFORD, CONN.
This delightful Summer resort, noted for its facilities for bathing and fishing, also its beautiful drives, having been enlarged, will be open June 20. Address WM. BRYAN, Jr.

RIVERSIDE HOUSE,
152d-st., on the Hudson.
The best accommodations at moderate rates.
PAUL & DUNCALF.

LAKE VIEW HOUSE, LAKE HOPATCONG, N. J.—Schooley Mountain range, fifty miles from New-York, via Morris and Essex Railroad; lake thirteen miles long, three miles wide; good boating, fishing, gunning, and splendid beach for bathing, and the Hopatcong iron springs on the premises; houses 1,300 feet above ocean level; no mosquitoes; the steam yacht Stella will connect with 7:15, 12, and 3:20 trains from foot of Barclay-st. WM. WAINWRIGHT, Proprietor.

CHATEAUGAY LAKE.—A DELIGHTFUL REsort for Summer boarders; a beautiful sheet of water, surrounded by wood-crowned hills; water excellent, air pure and bracing; fish and game in abundance. For particulars, address D. W. MERRILL, Chateaugay, Franklin County, N. Y.

WOODSBURG PAVILION, WOODSBURG, Long Island.—This magnificent hotel will be opened June 1. Can be reached by South-side or Long Island Railroad. For terms, &c., address
N. P. SEWELL, Proprietor.

SUMMER BOARD.—GERMANTOWN, N. Y., ON the Hudson River, quite near the depot; beautiful scenery and good board; terms reasonable. Address P. W. ROCKEFELLER, Proprietor of Mountain View House.

NEW-JERSEY SOUTHERN RAILROAD Company's Long Branch Excursion House (on the European plan) will open for the reception of guests July 1, 1873.

COUNTRY BOARD.

AT PLEASANT VALLEY, ON THE HUDSON, opposite 152d-st.; high ground, unexceptionable location; boating and bathing; desirable accommodations at moderate prices. Steamers foot of Spring and 24th sts., 10 A. M., 2, 5:10, and 7 P. M. Apply to Mrs. GUILD, Pleasant Valley, or address care of H. WINANS, Esq., No. 529 6th-av.

PLEASANT ROOMS AND GOOD BOARD with plenty of milk, vegetables, &c., can be obtained at a first-class private boarding-house in the village of Catskill; terms, adults $8; children half price.
S. W. HOLBROOK, Catskill, N. Y.

GOOD BOARD IN A PRIVATE FAMILY, AND pleasant rooms overlooking the Hudson; high grounds; near station; terms moderate. Address Box No. 166 Fishkill Landing, Dutchess County, N. Y.

BOARDING AND LODGING.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES
At the Times Up-Town Office,
No. 54½ West 32d-st., junction Broadway and 6th-av.,
And the Times West-Side Office,
No. 308 West 23d-st., corner of 8th-av.
NO EXTRA CHARGE WHATEVER.

NO. 7 WEST WASHINGTON-PLACE.
Furnished rooms to let to gentlemen and wives or single gentlemen, with board.

ROOMS, FURNISHED AND UNFURNISHED, with or without board, in City or country, obtained by calling at or addressing EVERETT LIBRARY, No. 588 6th-av.

NO. 33 WEST 33D-ST.—SUPERIOR BOARD, Summer prices, for families and gentlemen, permanent and transient.

PROPOSALS.

PROPOSALS FOR SEA-WALLS

DREDGING IN BOSTON HARBOR, FILLING A PARCEL OF SOUTH BOSTON FLATS, AND FOR THE PURCHASE OF SUCH PARCEL.
COMMONWEALTH OF MASSACHUSETTS, OFFICE OF THE BOARD OF HARBOR COMMISSIONERS, No. 8 PEMBERTON-SQUARE, BOSTON, July 17, 1873. }
SEALED PROPOSALS will be received at this office until WEDNESDAY, Aug. 20, 1873, at 12 o'clock noon, for inclosing with sea-walls and filling a parcel of the Commonwealth's flats in South Boston, situated at the junction of the main and Fort Point Channels, in Boston Harbor, bounded south-west by flats of the Boston Wharf Company, and south-east by flats sold to the Boston and Albany Railroad Company, and containing about 1,000,000 square feet, more or less, as follows:
1. For about 700 lineal feet of light sea-wall on Fort Point Channel.
2. For about 1,300 feet of heavy sea-wall on Fort Point Channel and the main channel.
3. For filling said parcel to grade 13, with material dredged by the contractor from the mouth of Fort Point Channel and from a portion of Boston Harbor, which is to be dredged uniformly to a depth of twenty-three feet at mean low water.
4. For filling said parcel with good clean gravel from grade 13 to grade 16.
5. For the whole work of building said sea-walls and filling said parcel, as aforesaid, on or before Oct. 1, 1876.
The above work must be done according to plans and specifications to be seen or furnished at this office between the hours of 9 o'clock in the forenoon and 12 o'clock noon.
The contractor will be required to give a satisfactory guarantee that he will execute a contract according to his proposals, and to give satisfactory bonds for the faithful performance of his contract.
The Legislature of Massachusetts has appropriated four hundred thousand dollars toward the above specified sea-walls and filling, but no contract will be made binding the Commonwealth for any more of said work than can be paid for by appropriations of the Legislature, under the laws of the Commonwealth.
PROPOSALS FOR PURCHASE.
Sealed proposals will be also received as aforesaid for the purchase of the whole or any portion of said parcel of flats for cash, the purchaser to build said sea-walls and do said filling according to said plans and specifications, and to perform all the obligations of the Commonwealth to the City of Boston in relation to said parcel under the indenture of four parts made between the said Commonwealth, the Boston and Albany Railroad Company, the Boston Wharf Company, and the City of Boston, dated June 23, 1873.
The right to reject any and all proposals is reserved by the Board of Harbor Commissioners, and their acceptance is subject to the approval of the Governor and Council.
Proposals must be indorsed "Proposals in relation to the South Boston Flats," sealed up and directed to the Chairman of the Board.
For the Board of Harbor Commissioners,
JOSIAH QUINCY, Chairman.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, WASHINGTON, June 21, 1873. }
SEALED PROPOSALS WILL BE RECEIVED at the bureau until 12 o'clock noon, Aug. 7, 1873, for the construction, including all the materials except the live-oak timber, of the hull of a steam sloop-of-war of about 640 tons measurement, complete for sea service. Plans and specifications in detail for the hull, showing the work to be done, may be seen and examined at this bureau, and at the Commandant's Office, at the navy-yards at Philadelphia, Brooklyn, Charlestown, and Kittery, on and after the 6th of July next.
The hull must be completed in all respects according to the contract and specifications; the materials must be of the best quality, and the work must be done in the best manner, and the vessel be delivered at such navy-yard on the Atlantic coast as the Department may direct, in eight months from the date and signing of the contract.
Payments will be made as the work progresses in proportionate amounts, reserving the usual percentage until the final completion and acceptance of the vessel.
The bids must be accompanied with the guarantee required by law, that if the contract is awarded it will be promptly executed, and the names of the parties who are to become the sureties to the amount of the face of the contract will also be stated.
The Department reserves the right to accept or reject any or all bids which, in its opinion, are not to the public interest.
Bids will only be accepted from parties who are known to be ship-builders, and to have the necessary facilities for doing the work.

NOTICE TO BUILDERS.
SEALED PROPOSALS will be received at the office of the Harlem River and Port Chester Railroad Company, corner of Boston Road and 133d-st., Mott Haven, till 12 o'clock noon, on THURSDAY, July 31, for furnishing materials and constructing a depot building of 30 feet by 300 feet 8 inches, to be erected on the Company's wharf at Harlem River, and also for a building of 20 feet by 60 feet, to be erected on the line of the road at Hunt's Point.
The Company reserves the right to reject any or all bids not deemed for their interest.
H. G. SCOFIELD,
Engineer Harlem River and Port Chester Railroad.

PROPOSALS FOR DRESSED BASE COURSE STONE.
Sealed proposals will be received at the office of the Department of Public Parks, No. 36 Union-square, until 12 o'clock noon of Monday, Aug. 4, 1873, for the delivery of about 3,050 lineal feet of dressed base course stone, with two faces, and about 800 lineal feet of dressed base course stone, with one face, for the Park inclosing-wall.
For full information see the *City Record*.

PROPOSALS FOR IRON RAILING.
SEALED PROPOSALS will be received at the office of the DEPARTMENT OF PUBLIC PARKS, No. 36 Union-square, until 12 o'clock noon, MONDAY, Aug. 4, 1873, for about 275 feet of LIGHT IRON RAILING.
For full information see the *City Record*.

AMUSEMENTS.

WALLACK'S.
Engagement of
Mr.
DION BOUCICAULT.
This eminent comedian
will appear EVERY NIGHT
in his grand emotional play,
in five acts,
MIMI,
in which Miss Ella Germon, Mrs. F. Foster, Miss M. Wells, Miss Vandyke, Mr. W. H. Crisp, Mr. B. Lamb, Mr. B. T. Ringgold, Mr. J. Howson, Mr. Bradley will appear.
The part of
MIMI
by
Miss KATHARINE ROGERS.
First MIMI MATINEE, Aug. 9.

ATHENÆUM, NO. 585 BROADWAY.
THURSDAY EVENING, July 31, 1873.
GRAND COMPLIMENTARY BENEFIT TO THE BOY "LEO,"
the crippled gymnast, who was deserted and left destitute by George Leopold.
On the above occasion the following talented artists have kindly volunteered:
The Marten Family, Mons. Marten, Misses Grace, Fanny, and Henrietta; Ling Look, Yamadiva, Signor Donato, Mlle. Lupo, Lulu Delmay, Kate Raymond, Little Frankie, Helene Smith, Little Josie, Little Delmar, the great Girrards, Russell, Julien, and Emil; Billy Pastor, Add Ryman, Luke Schoolcraft, George and Charles Reynolds, George H. Coes, Joe Lang, Harry Hart, Ben Hayes, J. E. Carton, Tommy Winnett, A. W. Maflin, O. B. Collins, J. L. Sanford, E. M. Price, J. H. Mulligan, R. K. Collier, H. A. Fisher, Robert Honeywood.
Orchestra under the direction of Prof. John Braham.

WOOD'S MUSEUM. G. C. CHARLES
UNANIMOUS VERDICT OF SUCCESS.
EVERY AFTERNOON AT 2. EVERY EVENING AT 8.
The celebrated Irish comedian, Mr.
G. C. CHARLES,
In the new sensation drama, from Dr. Mason's story, replete with stirring incidents, entitled
THE SKELETON HAND.
Mr. G. C. CHARLES.........as.........LARRY

CENTRAL PARK GARDEN.
THEO. THOMAS'
UNEQUALED SUMMER NIGHTS' CONCERTS,
THIS AND EVERY EVENING, at 8 o'clock.
Change of programme every evening.
Admission, 50 cents; packages containing twelve tickets, $4, at the usual places; private boxes $2 extra.
EVERY THURSDAY GRAND EXTRA CONCERT.

METROPOLITAN MUSEUM OF ART.—THE exhibition at No. 128 West 14th-st., and at No. 681 5th-av., will close on THURSDAY AFTERNOON, July 31. Due notice will be given of the reopening at No. 128 West 14th-st.

LOAN OFFICES.

NO. 1,267 BROADWAY, OVER HERALD Branch, Room B.—Parlor for ladies. Branch No. 1,207 Broadway. Money loaned on diamonds, watches, jewelry, &c. Same bought and sold. LINDO BROS.

EXCURSIONS.

NEW-JERSEY SOUTHERN RAILROAD LINE.
THIRD GRAND EXCURSION
of the
FLOATING PALACE STEAMER PLYMOUTH ROCK,
SUNDAY, AUG. 3, 1873.
Leaving Pier No. 28 North River, foot of Murray-st., at 9:40 A. M.
Passing down the Bay through the Narrows, stopping at Sandy Hook to land passengers for
LONG BRANCH.
Thence around the light-ship, out on the
BROAD ATLANTIC,
Giving a magnificent view from the ocean of
LONG BRANCH, OCEAN GROVE, SEA GIRT, &c., &c.
Returning to Sandy Hook; thence to New-York, arriving at 7:30 P. M.
Restaurant open all day.
Music by Keating's Band.
TICKETS ONLY $1.

THE LARGE FIRST-CLASS STEAMER WM. COOK, having accommodation for 2,500 people, is open for excursions. Also, barges and steamers of all sizes. Dudley's, Spring Hill, Iona Island, and other groves. Apply to J. & E. MYERS, corner Morton and West sts., up-stairs.

FORT LEE, PLEASANT VALLEY, AND SHADY SIDE steamers leave daily from Spring-st. at 10 A. M.; 2, 5:10, and 7 P. M., landing at 23d-st. ten minutes later. Sunday time from Spring-st., 9:30, 10, and 11 A. M.; 1, 2, and 2:30 P. M., landing at 23d-st. Fare, 15 cents.

H. B. CROSSETT'S EXCURSION OFFICE removed temporarily to No. 391 West-st., above Christopher-st. Steamer Wyoming, barges Sarah Smith, Chicago, Caledonia, and Republic; Oriental Grove, Excelsior Park, Iona Island, and Inglewood.

FROM THE FOOT OF 92D-ST., ASTORIA Ferry.—Two splendid new boats for the season, connecting with the Second-avenue cars, corner Astor-place and Broadway.

PROPOSALS.

PROPOSALS FOR HEAD-STONES FOR NATIONAL MILITARY CEMETERIES.
WAR DEPARTMENT, QUARTERMASTER GENERAL'S OFFICE, WASHINGTON, June 27, 1873. }
Proposals are invited for furnishing head-stones for the National Military Cemeteries, as prescribed by the law of 3d March, 1873, of which the following is an extract:
* * * * * *
Provided, that the head-stones required by an act entitled "an act to establish and protect National Cemeteries," approved Feb. 22, 1867, and the act amendatory thereof, approved June 8, 1872, shall be of durable stone, and of such design and weight as shall keep them in place when set, and the contract for supplying the same shall be awarded by the Secretary of War, after sixty days' advertisement in ten newspapers of general circulation, to some responsible person or persons whose samples and bids shall in the greatest measure combine the elements of durability, decency, and cheapness; and the sum of $1,000,000 is hereby appropriated for said purpose out of any money in the Treasury not otherwise appropriated; and the Secretary of War shall first determine for the various cemeteries the size and model for such head-stones, and the standards of quality and color of the stone to be used, and bids shall be made and decided with reference thereto; and contracts may be made for separate quantities of such head-stones; and the contracts made under this act shall provide for furnishing and setting all the said head-stones, and shall not in the aggregate exceed the sum hereby appropriated.
The total number to be furnished is estimated at 253,088. For the known, 147,694; for the unknown, 105,394.
Specifications, describing in detail the standard fixed by the Secretary of War, can be had on application by letter to this office, where also a specimen will be placed on exhibition within a few days.
The proposals should be in sealed envelopes, marked "Proposals for Head-stones for National Military Cemeteries," and addressed to the Quartermaster General of the Army, in whose office they will be opened, in the presence of bidders, on Saturday, September 6, 1873, commencing at 11 o'clock, A. M.
By order of the Secretary of War,
M. C. MEIGS,
Quartermaster General, Brevet Maj. Gen. U. S. A.

SEALED PROPOSALS WILL BE RECEIVED by the School Trustees of the Nineteenth Ward, at the office of the Clerk of the Board of Education, corner of Grand and Elm sts., until MONDAY, the 11th day of August, 1873, and until 3 o'clock P. M. on said day, for fitting up and furnishing, for school purposes, the premises Nos. 789 and 791 3d-av., between 48th and 49th sts.
Plans and specifications may be seen at the office of the Superintendent of School Buildings, No. 146 Grand-st., third floor.
Two approved, responsible sureties will be required from the successful bidder. Proposals will not be considered unless sureties are named.
The Trustees reserve the right to reject any or all of the proposals offered.
FERD. T. HOPKINS,
RICHARD KELLY,
JULIUS KATZENBERG,
JOHN J. MACKLIN,
JONATHAN O. ALSTON,
Board of School Trustees Nineteenth Ward.
Dated NEW-YORK, July 24, 1873.

PROPOSALS FOR SUPPLIES.
Proposals will be received by the Commissioners of the Department of Public Charities and Correction, at No. 66 3d-av., until SATURDAY, Aug. 2, 1873, at 2 o'clock P. M., for 3,000 bushels oats, 25 barrels vinegar, 50 bales straw, 75,000 feet box boards, 2,000 feet worked boards, &c., &c.
For full information see the *City Record*.

PROPOSALS FOR GRANITE AND LIMESTONE East River Bridge.—Sealed proposals will be received until Aug. 7, 1873, at noon, for the delivery of 125 cubic yards of cut granite face stone, and 8,850 cubic yards of face stone and backing, either granite or limestone, all required during the present year for the Brooklyn anchorage East River Bridge. Plans and specifications can be seen at the engineer's office. Address NEW-YORK BRIDGE COMPANY, Brooklyn, N. Y.

PROPOSALS FOR DRESSED ASHLAR, &c.
Sealed proposals will be received at the office of the Department of Public Parks, No. 36 Union-square, until 12 o'clock noon of Monday, Aug. 4, 1873, for the delivery of about 1,925 superficial feet, face measurement, of dressed ashlar, and about 800 lineal feet of dressed coping, for Park inclosing-wall.
For full information see the *City Record*.

PROPOSALS FOR STONE WALL.
SEALED PROPOSALS will be received at the office of the DEPARTMENT OF PUBLIC PARKS, No. 36 Union-square, until 12 o'clock noon, of MONDAY, Aug. 4, 1873, for the construction of about 4,900 LINEAL FEET of the INCLOSING WALL of the CENTRAL PARK on the line of 8th-av.
For full information see the *City Record*.

UNITED STATES ENGINEER OFFICE, ROOM NO. 31, ARMY BUILDING, COR. HOUSTON AND GREENE STS., NEW-YORK, July 24, 1873. }
SEALED PROPOSALS FOR DREDGING OTTER Creek, Vt., will be received until noon of Aug. 13, 1873.
For forms of bids and other information apply at this office. JOHN NEWTON,
Lieut. Colonel Engineers, Brevet Major General.

AUCTION SALES.

NOTICE.
JAPANESE FANS AT AUCTION.
BURDETT & DENNIS, Auctioneers, No. 113 Pearl-st., (Hanover-square,) will sell THIS DAY, (Wednesday,) July 30, at 12 o'clock, within their store,
(To close invoices,)
JAPANESE FANS.—Twenty-five cases (500 each) assorted styles Japanese Fans, in fine order, in lots to suit purchasers.

ADRIAN H. MULLER, Auctioneer.
BONDS AT AUCTION.—ADRIAN H. MULLER & Son will sell at Auction, on WEDNESDAY, July 30, at 12:30 o'clock, at the Exchange Sales-room, No. 111 Broadway, for account of whom it may concern, $200,000 New-York, Boston, and Montreal Railway Co. Second Mortgage Seven per cent. Gold Bonds, interest April and October. $1,000 each.

JOHN H. DRAPER & CO., Auctioneers.
THE DELAWARE, LACKAWANNA AND Western Railroad Company will sell
75,000 TONS SCRANTON COAL
at public auction on WEDNESDAY, July 30, at 12 o'clock noon, at No. 20 Exchange-place.
SAMUEL SLOAN, President.

EDWARD M. BROWN, Auctioneer.
BY BROWN & SECCOMB, THIS DAY, (WEDNESDAY,) July 30, at 11:30 o'clock, within their store, 200 boxes Palermo Lemons, landing.

THE BOARD OF HEALTH.

YESTERDAY'S PROCEEDINGS.

CONDITION OF THE STREETS—STATISTICS OF MORTALITY—DAMAGED TEA—MISCELLANEOUS MATTERS.

A meeting of the Board of Health was held yesterday afternoon, Prof. Chandler in the chair. Sanitary Superintendent Day submitted the following report upon the condition of the streets and avenues of this City, as regards cleanliness, for the week ending July 26 inst., compiled from the reports of the inspectors and assistant inspectors of this department:

Inspector Judson, (First, Third, and Fifth Wards,) reports, that with the exception of West and Greenwich streets, which contain about their usual filth, the streets of his district are more filthy than for the last six weeks. The following blocks have pavements in fair condition, and with ordinary care and industry might be kept perfectly clean. At present they are filthy with street dirt, which in dry times fills the air with offensive and irritating dust, and in wet weather, or after the passage of a sprinkling-cart, plasters the whole street with slime.

Park-place, from College-place to Church-street; Whitehall-street, from Bridge-street to Pearl-street; Pearl-street, from Whitehall-street to Broad-street; Beaver-street, from William-street to Hanover-street; Wall-street, from Nassau-street to Broadway; Broadway, from Wall-street to Pine-street.

In two places he noticed that fresh refuse had been deposited, for which the occupants of the respective numbers, and not the street cleaners, are responsible. At No. 42 Park-place was a quantity of packing-straw on the sidewalk and in the gutter; and in front of a tenement-house on the south-west corner of Whitehall and Pearl streets, there was a deposit of very offensive garbage.

Assistant Inspector Lockwood (Second and Fourth Wards) reports his streets as generally cleanly, with the exception of Front-street, between Burling-slip and Beekman-street, very filthy with street dirt in places. The tenants of the Fourth Ward generally throw their garbage into the street. The tenants of No. 90 New Chambers-street still throw their garbage into the gutters.

Assistant Inspector Emerson (Seventh Ward) found nothing in his streets worth remarking, excepting that on Saturday rubbish and garbage were freshly thrown into the streets in the western section of East Broadway, in Birmingham and in Henry streets, between Birmingham and Market streets.

Assistant Inspector Hughes (Eighth Ward) reports his streets clean, excepting Watts-street; Charlton-street, between Varick and West streets; Greenwich-street, and South Fifth-avenue, between Grand and Broome streets.

Inspector Morris (Ninth and Fifteenth Wards) reports his district as being in very good condition.

Inspector Munde (Eleventh Ward) finds some improvement in the condition of both streets and gutters during the past week, but complains that the inhabitants of tenement-houses are content to clean their gutters once a day. He recommends that the police should make them keep them clean.

Assistant Inspector Atwater (Seventeenth Ward) reports his streets comparatively clean, and well swept.

Assistant Inspector Hamilton (Sixteenth Ward) finds his district clean, excepting Twenty-first-street, between Seventh and Eighth avenues, where the pavement is bad.

Inspector Russel (Eighteenth Ward) finds his streets, without exception, remarkably clean, considering the generally bad condition of the street pavements in the tenant-house portions of the ward.

Assistant Inspector Walker (Twentieth Ward) reports his streets in a very fair state of cleanliness, though the streets already complained of as out of repair have not yet been attended to.

Inspector Roberts (Twenty-first Ward) reports his streets as in good sanitary condition, excepting such, as from lack of proper paving, cannot be properly cleaned.

Assistant Inspector Strong (upper part of Twenty-second Ward) reports his paved streets as without a particle of anything offensive. Tenth-avenue, at its junction with Sixtieth-street, is partially obstructed by earth and stones thrown from an unfinished sewer, and water from a leaking hydrant accumulates at the north-west corner of Tenth-avenue and Sixtieth-street, and along the gutter, on the west side, as far as the hydrant, midway in the block. The unfinished sewer, on which no work has been done recently, is open, and is dangerous at night.

The condition of the unpaved streets has not been improved since last week. The gutter on the north side of Sixty-second-street, between Ninth and Tenth avenues, is filthy with ashes, garbage, and waste water.

North-west corner of Sixty-seventh-street and Ninth-avenue and Sixty-fifth-street for 200 feet west of Tenth-avenue, are still filthy with garbage, ashes, and manure. Complaints are generally made that garbage carts never traverse the following streets, viz.:

Ninth-avenue, between Sixtieth and Sixty-third streets; West Fifty-ninth-street, from Tenth-avenue to river; Tenth-avenue, between Sixty-fourth and Seventieth streets; Boulevard, between Sixty-seventh and Sixty-ninth streets; Sixty-seventh and Sixty-eighth streets, between Boulevard and Tenth-avenues.

Inspector Post (lower part of Nineteenth Ward) reports his streets in a very fair condition of cleanliness, excepting all the unpaved streets and the following paved streets, viz.: Forty-eighth-street, between First and Second avenues; Fifty-third-street, between First and Second avenues; Fifty-fifth-street, between First and Third avenues; Fifty-seventh-street, between First and Second avenues; First-avenue, between Forty-first and Forty-seventh-streets; Second-avenue, between Forty-sixth and Forty-ninth streets, between Fifty-first and Fifty-fifth streets, and between Fifty-sixth and Fifty-eighth streets; Third-avenue, between Fifty-fifth and Fifty-sixth streets.

The report was referred to the Board of Police, with the recommendation that the Superintendent of Street-cleaning be directed to pay particular attention to the streets named in the report.

The following is a comparative statement of contagious diseases reported to this bureau for the two weeks ending July 26, 1873:

Week ending July 19: Typhus fever, 4; typhoid fever, 3; scarlet fever, 48; measles, 12; diphtheria, 20; small-pox, 1.

Week ending July 26: Typhus fever, 3; typhoid fever, 6; scarlet fever, 45; measles, 16; diphtheria, 23; small-pox, 2.

STATISTICS OF MORTALITY.

Dr. Elisha Harris, Registrar of Records, presented the following statement:

"The number of deaths reported to the Bureau of Vital Statistics in the week ending July 26 was 860. In the preceding week the actual number amounted to 917. The greatest number of deaths occurred on the 15th inst., when 157 were certified, 122 being children under five years of age, and 77 being charged to common diarrheal diseases.

Last week 492 of the 860 deaths were of children under two years of age, and 567 were under five years. The total, as well as the infantile mortality, was slightly above the average of the past five years for the corresponding week. The death-rate last week was equal to 44.72 per 1,000 inhabitants annually, and in the previous week it was 47.68. Common diarrheal diseases caused nearly one-third of this mortality, and of the 389 who died from these maladies last week only twenty-seven were adults. The latter were mostly aged invalids, and their average age at death exceeded sixty years each.

A map of the City is herewith submitted, with the location of each fatal case of diarrheal disease indicated in the street and block where it occurred. Though it is infant mortality that thus dots the map, these dots plainly indicate certain unhealthy districts and blocks that may properly be termed diarrheal fields. These are frequently the most sickly districts in the City, and are chiefly occupied by classes quite above the poorest and debased kinds. They are populous with families of the artisan and laboring classes. Beginning on Greenwich and Washington streets, where obvious conditions account for such mortality, we find a marked district on Twenty-seventh and Twenty-ninth streets, above Ninth and Tenth avenues. Again, from Thirty-seventh to Forty-second streets, from Ninth to Eleventh avenues, and again between the same avenues, from Forty-sixth to Fifty-seventh streets, there are districts still more fatally marked, where obvious local causes conspire with the careless habits of families to produce the kind of fatality which has occurred.

On the east side of the City, the Seventh and Fourteenth Wards are strikingly marked. But it is in the districts bounded by Delancey and Houston, Forsyth and Lewis streets, Second to Eighteenth streets, First-avenue to Avenue D; and, again, a district extending along First and Second avenues, and having several fatally marked centres from Thirty-third to Eighty-seventh streets, that we complete the chart of these places where infants perished last week.

The numerous facts that make up the great cause of excessive infant mortality in the insalubrious quarters of the City in the hot season, are not wholly beyond the reach of preventive measures, which the Board of Health is endeavoring to apply. But without waiting for such benefits, all families, however poor, could cleanse and keep clean the premises where they live, and especially might they avail themselves of the shade and invigorating air of the Central Park for their young children that now perish needlessly by thousands."

A PLAGUE-SPOT IN MANHATTANVILLE.

Sanitary Inspector Strong submitted a report on the bad sanitary condition of the block bounded on the east by Tenth-avenue, on the west by the Boulevard, on the north by One Hundred and Tenth-street, and on the south by One Hundred and Ninth-street. Within this area over fifty families live, and their dwellings are built upon a portion of land which, for imperfect drainage and sewerage, is without a parallel in the district. Every cellar is flooded, and nearly every yard has its stagnant water. The health and the lives of the fifty families are imperiled. Already four cases of cholera morbus have occurred among them, of which two were fatal, and the cases of intermittent fever are numerous. The inspector recommended that the privy-vaults and yards be at once disinfected, and that proper drains and sewer connections be made, and that Croton water be introduced, and the wells now used by the people living there be stopped up. The matter was referred to the Board of Public Works.

THE AIR AT FULTON AND WASHINGTON MARKETS.

Dr. Endeman, Chief of the Disinfecting Corps, reported that he had taken samples of air from Fulton and Washington Markets, with the following results:

Sample of air taken at Fulton Market, stand No. 200, at 9:20 A. M., contains in 10,000 parts 11.3 parts of carbonic acid.

Sample of air taken at Fulton Market, stands Nos. 126 and 127, at 9:15 A. M., contained in 10,000 parts of air 8.4 parts of carbonic acid.

At Washington Market, stand No. 137, centre of market, at 9:40 A. M., contained in 10,000 parts of air 11.8 parts of carbonic acid.

AMENDMENT TO THE SANITARY CODE.

The following resolution was adopted:

Resolved, That the word "fruit" be, and that it hereby is, inserted in the sixty-sixth section of the Sanitary Code, after the word "vegetables," in the second line, and the amended section be then advertised according to law.

The section will therefore read as follows:

SEC. 66. That no person engaged in the selling or keeping for sale of any fish, meat, birds, fowl, vegetables, or fruit, shall, without a permit from this Department, occupy or encroach upon any portion of any street or sidewalk, or public place in the City of New-York.

THE EMPTYING OF PRIVIES.

Numerous complaints having been received by the board in regard to the emptying of privy vaults in this City, the following resolution was adopted:

Resolved, That the Sanitary Superintendent be and he is hereby requested to investigate the manner in which privies are now emptied, and to report to this board.

DAMAGED TEA.

Sanitary Inspector Morris reported that he had made an inspection of a lot of damaged tea in White's malt-house, corner of Bethune and West streets, and found there some 10,000 cases of tea, of the cargo of the ship Petersburg, which was wrecked off the Bermudas. The tea had been submerged over seven months, and is soaked with salt water. It is now proposed to wash and dry this tea, mix it with other tea, and then put it on the market. In his opinion there is nothing injurious and detrimental to health in this tea. In fact, all of the active properties of the tea have been lost by the continued soaking it has had. The endeavors of the owners to prepare this for the market is considered a most barefaced swindle, and the inspector recommended that the matter be referred to the proper authorities to have the fraud prevented.

The following was proposed as an additional ordinance to be annexed to the Sanitary Code:

"That no adulterated or deleterious coffees, teas, or other preparations from which drinks are made shall be bought, sold, held, or offered for sale."

MISCELLANEOUS MATTERS.

Special Inspectors Patten and Bullock, on duty at the manure dumping-ground at Forty-fifth-street, East River, reported that all was going on in compliance with the orders of the board. The manure was being dumped into boats, the grounds were being disinfected, and carts are now engaged in removing manure to Connecticut.

Sanitary Inspector Post presented a report on the condition of the slaughter-houses in the Nineteenth Ward, and stated that most of the offal found on the premises was in an offensive condition. The same irregularity and delay occurred in removing the offal as referred to in a previous report. Dr. Post again calls attention to the necessity of an offal boat on the East River, as the nuisance arising from delay and carelessness in the removal of offal is most urgent during the warm weather.

Sanitary Inspector Lockwood presented a report on the condition of the premises in and around Washington Market, and the streets in the vicinity. The inspector sets forth that after the removal of the booths and stands, the pavements, gutters, &c., were found in a very filthy condition, filled with offensive dirt and stagnant water. The report was placed on file.

The Board of Police were requested to cause the immediate vacation of the house on the south-east corner of Madison-avenue and Fifty-third-street, which had been condemned as unfit for habitation, by reason of want of repair.

Dr. Endemann, Chief of the Disinfecting Corps, reported that he had disinfected the privies and yards of the block bounded by One Hundred and Tenth-street, Tenth-avenue, One Hundred and Ninth-street and Ninth-avenue, and also the privies and yards on the south side of One Hundred and Ninth-street.

Sanitary Superintendent Day reported that in company with Dr. Janes, Assistant Sanitary Superintendent, he visited the dumping-grounds for night-soil on the premises of the Lodi Manufacturing Company on the Hackensack River, and found that the dock at which the night-soil is delivered is only about four feet wide between the water and a long stone house, some twenty feet wide and 200 feet long. At the north end of the dock is a shute, which has became so out of repair as to be useless. The night-soil runs in every direction from a vast heap, and has so filled up the river that between the boat and the dock there is only about a foot and a half of water at high tide. The following resolution was then presented and adopted:

Resolved, That the necessary arrangements to receive and take away the night-soil which the assignees under the Gallagher contract and Mr. —— Dye refuse to provide a suitable place for, and to receive, be at once made.

Sixteen butchers, doing business on the east side of the City, were slaughtering without permits, and the Secretary was directed to notify these men to cease their business or apply for permits forthwith.

A number of complaints in relation to the bad condition of pavements in this City were referred to the Department of Public Works.

A stand in the centre of Fulton Market was reported in a bad condition, and the matter was referred to the Superintendent of Markets.

The board adjourned to meet at 2 P. M. on Friday next.

THE DUMPING NUISANCE.

THE VESEY-STREET GROUNDS—ACTION OF THE HEALTH BOARD.

At the meeting of the Board of Health, yesterday, Mr. R. H. Cornell, President of the Washington Market Association, appeared and presented a petition, extensively signed by butchers and others doing business in Washington Market and the surrounding streets, praying that the dumping of street-dirt, garbage, &c., at the foot of Vesey-street, immediately in the rear of West Washington Market, be prohibited, and the dumping-ground removed from that place.

Prof. Chandler replied that the board would do all in their power to remedy the evil complained of.

Dr. A. B. Judson, Sanitary Inspector, made the following report in relation to this subject:

"Said dumping-ground is in a condition dangerous to life and detrimental to health, for the following reasons: Said dumping-ground is used for the dumping of ashes, street-manure, cellar-dirt, and garbage, received from the First, Second, Third, and Fourth Wards, and amounting to an average of 2,000 loads a week. Said dumping-ground adjoins West Washington Market, and is so situated in respect to the market that every load of refuse passeds directly through the market, and the produce arriving at the market by water passes, a portion of it through the dumping-ground, and other portions of it are of necessity carried in close proximity to the dumping-ground. The smell which inevitably attends the transportation and dumping of refuse is thus allowed to pervade the market which is said to do more business than all the other markets in the City together, and the foul dust, which inevitably rises from a dumping-ground in windy weather, is blown through the avenues and stalls of the market, defiling the food exposed for sale, and the business of the market, which should be protected from every source of uncleanness, is thus exposed to the contamination which necessarily attends such close proximity to the offensive operations which are carried on at a dumping-ground. The condition complained of is one of long standing, and should therefore be the more promptly abated. On page 149 of the annual report for 1869 it is stated that this market 'is in the immediate vicinity of a dumping-ground which furnishes offensive odors in wet weather, and in dry weather clouds of dust, which are blown through the market, defiling the food exposed for sale.' In a report addressed to City Sanitary Inspector Morris in 1871 by Inspectors Stiles and Judson, it is stated that 'this market cannot be placed in a good sanitary condition, situated as it is behind the compost heaps of a large dumping-ground, where thousands of loads of street-manure are forked over and exposed to the sun and rain.' For the above reasons I respectfully recommend that the business of dumping be removed from the foot of Vesey-street and the vicinity of West Washington Market."

The following resolutions were presented and adopted:

Resolved, That in the opinion of this board, the use of the Vesey-street Pier as a dumping-ground for garbage and street-dirt is dangerous to life and detrimental to the public health, as the odors and dust emanating from it penetrate the market and injure the meats exposed there.

Resolved, That the Department of Docks be urgently requested by this board to provide a pier for this purpose somewhere between Piers Nos. 1 and 13 North River.

Mr. Henry smith said that the Board of Police had been for two years urging the removal of the dumping ground from the foot of Vesey-street to Pier No. 4 or Pier No. 5 North River, but had not met with any success.

FIREMEN SERIOUSLY INJURED.

At 6 o'clock last evening, while a number of firemen were engaged in cutting away the beams on the third floor of the stables of the Twenty-third-street line of stages, at Twenty-seventh-street and Ninth-avenue, which were partially destroyed by fire on Monday morning last, the flooring gave way. Alexander Wells, of Hook and Ladder Company No. 12, and Joseph Burns, of Engine No. 1, were buried beneath the falling débris. When extricated by their comrades, it was found that they were both seriously injured about the body. The unfortunate firemen were taken to their homes.

THE WAR ON THE PUBLIC SCHOOLS.

INTERVIEW WITH FATHER MAGUIRE OF BROOKLYN—HIS VIEWS ON THE SUBJECT.

The army of collectors appointed by Rev. Father Maguire, of St. Paul's Roman Catholic Church, Brooklyn, to solicit subscriptions toward building a Catholic day school in the parish, is making considerable progress. It is proposed to offer inducements to every Catholic child to leave the public schools in East Warren and Baltic streets, and to give them instruction daily in Catholic doctrines. This movement has been approved by Bishop Loughlin, and all the Catholic clergy in the diocese are working earnestly to render it successful.

The school to be erected in St. Paul's Parish is not the only one of the kind that is to compete with the public schools and draw their pupils away. Acting under the advice of Bishop Loughlin, Catholic day schools have been established in every part of Brooklyn, in connection with the parish churches, and each has a comparatively large attendance of children. The pupils are taught by the Christian Brothers and Sisters of Charity, and when absent they are sent for to their homes, so as to induce them to return. All that is needed to enable these Catholic day schools to compete with the public schools is, according to the opinion of one of the Brooklyn priests, to raise funds to make them more efficient and extend their sphere of education. So far, however, the Christian Brothers' schools have not been instrumental in materially reducing the attendance at the public schools. But new and more determined efforts are to be made to secure that object.

Some time ago the Board of Education entertained a proposition to sell the school on Baltic-street, and build another in a more suitable locality. Father Maguire heard of the proposition, and offered to purchase the property at a fair value. He desired to use it as a Catholic day school. The members of the board, however, including some members of Father Maguire's faith, refused to sell it to the priest, and he purchased lots near the Baltic-street school, and is about to erect a large building thereon. A TIMES reporter called on Father Maguire yesterday for additional information respecting the proposed school, and the following conversation occurred:

Q.—What progress are you making with your school?

A.—We are getting along fairly, collecting subscriptions and making preparations.

Q.—You propose to ask the parents of Catholic children, and the children themselves, to leave the public schools and attend your school?

A.—We propose to educate all the Catholic children who may come in the tenets of their faith. The public schools don't teach any religion; that is why I am opposed to them. They make infidels; that's all. I would not say anything if they taught some common doctrine of Christianity or religion—such as Protestants agree in. We have seven sacraments and the Protestants have only two—but although Catholics and Protestants agree about some of the sacraments, the children who attend the public schools are not taught anything about any of the sacraments. One reason for opposing the public schools is that they don't teach religion in any form. I don't believe in meddling with a Protestant child, because I would sooner convert a bad Catholic, any day.

Q.—There are other Roman Catholic schools in this City, are there not?

A.—There is a school in nearly every parish in Brooklyn.

This ended the conversation. Should Father Maguire succeed in drawing a large number of Catholic children from the public schools in Warren and Baltic streets, it must result in crippling those schools for want of funds—the public school appropriation being made, it is said, per capita.

In this City a similar movement is in progress. It is generally believed that when Father O'Farrel opens his school in Church-street, near Thames, the public school in Greenwich-street will become almost deserted. Efforts are now being made to induce the children of the First, Third, and Fifth Wards to attend Father O'Farrel's school.

THE GOLD MOVEMENT.

THE FEELING IN THE STREET—VIEWS OF THE PARTIES INTERESTED.

The Wall-street operators who, some time ago, were interested in the Bull movement in gold, which at one time threatened to result in a sharp corner and seriously derange the general business of the country, it appears are not satisfied with the result of their experiment, and are busily at work laying their plans for another rise. It is said that Jay Gould, who at first did not appear to be known in connection with the late Bull movement, was really heavily interested, and that he only relaxed his efforts at the time gold touched 119, because the Treasury announced that the monthly sales would be largely increased. This was, of course, a damper on his scheme, and left the clique which he represents with a large quantity of gold upon their hands, much of which was bought at high prices. The amount which is thus held by Gould in connection with various speculators and foreign exchange bankers is roughly estimated in the street at from $25,000,000 to $35,000,000. Yesterday this clique, who are of course anxious to dispose of the gold which they have on hand at a profit, were busy in circulating rumors of various kinds regarding its price and their ability to advance it. These parties, who are on the sanguine side, say that there is no gold of any account in the Treasury, and that the reports of the amount on hand are vague and indefinite; that the Treasury is not provided with a sufficient stock of gold to more than carry on its legitimate operations, in the way of paying interest upon the Government bonds and providing means for importers to pay the duties upon their importations; that should an immense gold corner suddenly be developed, the Secretary would not dare to sell enough cash gold to break it, and that any amount which would suddenly be thrown upon the market would be taken up at once and paid for. In support of this position they point to the statements which have appeared in various prints, that a large part of the assets which figure as gold in the Treasury are gold checks of the Syndicate, which cannot be readily turned into cash gold, and of gold certificates, guaranteed by the Government. They are also clamorous for a statement in detail from the Secretary, of the exact amount of cash gold in the Treasury, and say that they are willing to sink or swim, according as it is favorable or unfavorable.

On the other hand, the responsible parties who believe in the value of greenbacks, and that the Government obligations are as good as gold, say that the statement which is regularly given by the Secretary is sufficiently explicit, and that any call for a different one would be only catering to the schemes of a band of unscrupulous speculators who only desire to make money out of a derangement of the business of the country and injury to the Government credit abroad. They say that the policy of the Treasury in breaking gold corners has proved eminently wise, and are anxious that no change should take place. They also aver that the gold checks of the Syndicate spoken of by the Bull clique have no existence whatever, and that the business of the Treasury is not conducted in any such slipshod manner. They are also of the opinion that if gold speculation be discouraged, as it has been up to the present time, it will not be long before greenbacks will pass nearly on a par with gold.

TENEMENT-HOUSES.

The following is the result of the census, recently made by the police, of the tenement-houses in this City:

Precinct.	No. of Houses.	Precinct.	No. of Houses.
First	42	Seventeenth	1,929
Second	33	Eighteenth	1,283
Third	32	Nineteenth	1,589*
Fourth	410	Twentieth	2,097
Fifth	299	Twenty-first	1,112
Sixth	515	Twenty-second	1,260
Seventh	430	Twenty-third	535
Eighth	623	Twenty-Seventh	283
Ninth	796	Twenty-eighth	910
Tenth	1,663	Twenty-ninth	988
Eleventh	2,250	Thirtieth	53
Twelfth	538	Thirty-first	54
Thirteenth	1,447	Thirty-second	92
Fourteenth	649		
Fifteenth	412	Total	23,460
Sixteenth	1,136		

*Including 407 shanties.

THE GOVERNOR'S ROOM.

Several parties who have recently visited the Governor's room, in the City Hall, have expressed their surprise upon witnessing its present condition. For some time past the room has been converted into an auditing bureau of assessments, and the entire chamber has been in consequence sadly disarranged. Many of the oil-paintings have been taken down and are exposed to damage in their present position, while several of those hung round the room are half concealed. If there be any one chamber in the City Hall which should be at all times fit to be seen, one would suppose it should be the Governor's room, in which are preserved so many life-like pictures of the most prominent men known in American history.

CHEAP TRANSPORTATION.

REPORT OF THE COMMITTEE—A MASS-MEETING TO BE HELD.

The question of transportation, as related to the commercial interests of New-York, has been much agitated of late among gentlemen connected with the Importers' and Grocers' Board of Trade.

A number of meetings have been held, resulting in combining the principal trades in a movement designed to foster the commercial interests of New-York as connected with the question of transportation, and also to co-operate with the movement of producers now in progress in the West, to the end that increased facilities may be had, and that the abuses of the present system may be remedied:

At a recent meeting a committee was appointed to prepare a call for a mass-meeting to be held at the Cooper Institute early in September, and at a meeting of this committee, held yesterday at the rooms of the Importers' and Grocers' Board of Trade, the committee organized, with B. B. Sherman, of the New-York Steam Sugar Refining Company, as Chairman; F. B. Thurber, Secretary, and B. P. Baker, of B. P. Baker & Co., cotton and grain commission house, Treasurer.

The following call was adopted and arrangements made for its circulation:

The committee respectfully submit for consideration the following facts: That the production of the country, both agricultural and manufacturing, has grown much faster than the facilities for transporting that produce; that during the last fifteen years no new trunk lines for the transportation of freight have been opened between the East and West, and within that time the production of the country has trebled; as a result the people of the West are clamoring for increased facilities, and the investigations of the Senate Committee, now in progress, together with the recent meetings of Congressmen at St. Louis and Governors at Atlanta, are indications that the Government will be called upon to take some action in the matter.

We believe that the policy of our Government should be so shaped that our great producing interest and the commerce depending thereon, should not be left to the tender mercies of chartered monopolies on the land, and of foreign shipping on the sea; that in our inland transportation system there exists many defects and abuses which should receive the careful consideration of Congress, in order that all interests may be justly treated and harmonized.

Prominent among the defects and abuses in our present railway system we may mention:

First—The watering of stock, until the nominal or fictitious capital, upon which the commerce of the country is taxed to pay dividends, is estimated to exceed in amount our entire national debt.

Second—The squandering of millions upon millions of dollars, wrung from the people, to corrupt their legislators.

Third—The granting by railway companies of special privileges to numerous "fast freight lines," which maintain expensive business organizations, the cost of which ultimately falls upon the producer or consumer, thus making the margin of transportation a constant barrier to the expansion of our trade.

Fourth—The discriminations which exist against New-York in favor of Baltimore, Philadelphia, and Boston, which in many branches of trade are being seriously felt.

We believe the production of the country has so increased that railways exclusively for freight are a necessity, and that merchants East and West will not tolerate a delay of ten or twelve days in transporting goods a thousand miles, when, with a road devoted exclusively to freight and operated at the rate of twelve to fifteen miles per hour, the same distance can be traversed in about three days, at one-half of the present expense.

We believe that railway corporations will be forced to retrench in their lavish and extravagant expenditures, and that roads, instead of supporting numbers of "credit mobilier" fast freight and express lines, will be forced to do their own business in all departments at reduced rates.

We believe that our canals should be enlarged, and their capacity increased by operating them with steam power, in order that we may compete with Canada on equal terms for the grain business of the North-west.

We believe that much of the scarcity of money and the fluctuations in our money market are the result of an insufficiency of facilities for the transportation of merchandise. As soon as canals close in the Fall, produce accumulates at the principal shipping points in the West, tying up a vast capital, which, with proper facilities for transportation by rail, could be kept moving the year round.

We believe that the consolidations and combinations which railway corporations have made in order to perpetuate these abuses, must be met with combinations on the part of the people; that unless merchants, manufacturers, and consumers at the East organize and co-operate with the producers of the West, our commerce will be permanently injured.

THE STORM IN THE CITY.

The low rumblings of distant thunder which threateningly lowered in the distant clouds that all day yesterday lowered in the sultry air, grew louder, nearer, and angrier, till, a little after 5 o'clock, with crash after crash, heaven's artillery wheeled into line, "action to the front," and deluged the thirsty earth and drenched the unprotected wayfarer with business-like liberality and zeal. The gloomy day had discouraged pedestrianism, and comparatively few, bent merely on pleasure, shopping, peacocking, and the like, had ventured abroad, at any rate, far from their homes, but the hour chosen by Jupiter Tonans was accurately adapted to catch the busy bees who, after working all day, hie homeward to their hives at eventide. The horse-cars and steam-cars and stages were simply crammed, and the streets leading to the ferries were adorned with umbrellas like gigantic mushroom-beds, while the waterproof, wintry reminder, veiled the dainty Summer suits of gentle dame and fair damsel, and "shocking bad hats" as a rule judiciously adorned the crania of the sterner sex. Itinerant umbrella-venders drove a brisk trade in their diaphanous delusions, and the cabins of the ferry-boats, even the smoky Tartarus reserved for the "gents," were eagerly reached, as if really desirable havens. The tide was luckily exceedingly low, or very considerable damage might have been done in the way of flooded cellars, &c. There was no "let up" in the storm; brilliantly flashed the lightning in forked streaks of lambent beauty; "loud roared the dreadful thunder;" down, heavily, pitilessly, dropped the rain, or rather pitifully blest the beneficent rain the blackened ashes of the forest fires, the parched acres of the farmers, the foul gutters of the tenement-house districts, and the channels of the lately raided markets. It was a grand, healthy, thorough, cleansing down-pour, and will result in a world of good. But some evil was done too. During the storm the flagstaff on Cornell's iron-foundry, No. 524 West Twenty-sixth-street, was struck by lightning and completely shattered. No further damage was done to the premises. James Young, aged twenty-four, of No. 41 Norfolk-street, while standing under a tree at Eighth-avenue and Ninety-fifth-street, was struck by lightning and completely paralyzed. He was removed to the Reception Hospital in Ninety-ninth-street, and properly cared for. It is feared, however, that he cannot recover.

MINOR CRIMES AND CASUALTIES.

Adam Ehret, aged fifteen, of No. 158 Forsyth-street, had one hand crushed in a printing-press which he was feeding, at No. 75 Fulton-street....John Perkles, aged forty-three, of No. 443 West Thirty-seventh-street, while despondent on account of some domestic trouble, attempted to commit suicide by shooting himself in the left breast with a pistol loaded with buckshot, but succeeded in inflicting only a slight flesh-wound....Edward Carroll, aged twenty, of No. 54 Madison-street, while passing No. 15 Bowery, in company with a female, was shot in the leg and severely wounded by some unknown person. Taken to Bellevue Hospital....Patrick Ryan, aged twenty-six, of No. 418 East Tenth-street, while intoxicated, fell in Fourteenth-street, near Third-avenue, and was severely cut about the face. ....Patrick Evars, aged thirty, residing at No. 67 Prince-street, who had one of his feet badly crushed by a locomotive, at Sandy Hook, on Monday, was brought to this City yesterday and cared for at the Park Hospital....John Bersan, of No. 627 West Fifty-ninth-street, was arraigned at the Yorkville Police Court to-day, charged with assaulting Frederick Einberg, of No. 623 West Fifty-ninth-street. The assault was occasioned by Einberg's intimacy with Mrs. Bersan, which had existed for some time, and which the complainant admitted on the examination. Judge Coulter dismissed the case, adding that he thought Einberg deserved all the chastisement he had received. ....William Walker, aged eleven, of No. 1,040 Second-avenue, was drowned yesterday while bathing at the foot of Fifty-eighth-street, East River....Frank Gies, aged fifteen, of No. 317 Fifth-street, fell off a wagon near his residence, and was severely injured. ....James Donohue, aged fourteen, of No. 243 East Twenty-fourth-street, was knocked down by a Harlem Railroad freight-car in Centre-street, and sustained severe injuries. He was sent home....Thos. Harney, a fireman on board the steamer Georgia, at Pier No. 29 North River, while at work in the fire-room, was badly injured by being struck by an iron bucket. Taken to Park Hospital.

SALE OF UNCLAIMED GOODS.

A sale of bonded and unclaimed goods remaining in public stores was made, yesterday, by John H. Draper & Co., at Nos. 97 and 99 Water-street, under an order of Mr. Chester A. Arthur, Collector of the Port. There was a good attendance, and the bidding was spirited. The articles disposed of brought prices in many instances much larger than those at which they had been appraised.

CITY AND SUBURBAN NEWS.

NEW-YORK.

The Inman steam-ship City of Brooklyn, from Liverpool on July 17, and Queenstown on July 18, with mails, reached this port yesterday.

The Weber piano factory employes have invited their friends to their first annual afternoon and evening picnic, on Saturday, Aug. 2, at Christ's Park, Mott Haven.

Yesterday, James Gorry, keeper of the old Andrew Jackson Club-house, corner of Lexington-avenue and Thirty-second-street, and John Lark, of First-avenue, were held in $500 bail each, by United States Commissioner Shields, to answer for failing to pay the special liquor tax.

Commissioner Van Nort makes the following statement of public moneys received by the Department of Public Works during the week ending Saturday last: For water rents, $136,161 49; for penalties on water rents, $175 03; for tapping Croton water-pipes, $162 50; for vault permits, $4,102 55; for sewer permits, $290; for sewer-pipe sold to contractors, $270 68; total, $141,162 27.

Controller Green reports the following amounts paid yesterday into the City Treasury: From assessments for street openings and improvements and interest, $11,054 85; arrears of taxes, assessments, water-rent and interest, $5,465 36; interest on bond and mortgage, market rents and fees, $1,484 97; water-rents and penalties, $23,139 30; licenses and fines, $97; fees, $55; total, $41,296 48.

BROOKLYN.

John McGrath, four years of age, who was run over by a Greene-avenue car near Classon-avenue on the 21st inst., died yesterday at the City Hospital.

The will of the late Lewis Tappan was presented for probate yesterday. The property, which is valued at less than $5,000, is left to the wife and daughter of the deceased.

The lightning yesterday afternoon struck the chimney of the house No. 9 North Ninth-street, Williamsburg, destroying the former, and ripping off a considerable portion of the roof.

Yesterday, the counsel for Mrs. Fanny Hyde, now in Raymond-street Jail, awaiting trial for the murder of George W. Watson, applied to Judge Tappan for her admission to bail in $2,500. Acting District Attorney Cullen opposed the application, and the argument was postponed until Monday next.

The Directors of the Brooklyn Trust Company have called a meeting of stockholders for Aug. 5. A detailed statement of affairs, including the character of each collateral, will be presented to the meeting. It is generally agreed that if the officers of the company finish the Willimantic Railroad they should do so upon their individual responsibility, after making good the deposits.

LONG ISLAND.

The Thirty-fourth-street Ferry at Hunter's Point was yesterday closed for repairs and alterations, and the ferry-boats will now land the passengers at the James-slip Ferry. In consequence of this the boats will run every fifteen instead of every ten minutes.

The examination of Mrs. Layman, charged with attempting to murder her husband at Astoria, was resumed yesterday. The cross-examination of Mrs. Layman occupied several hours, and was not finished when the court adjourned. It is probable that the case will be concluded to-day.

John and Ferdinand Piehl, who have been locked up in Jamaica since the 20th inst. on a charge of attempting to murder one Henry Smith, backed by a very strong affidavit of a Dr. Charles Schmidt, were yesterday discharged by Justice Snedeker, the evidence clearly showing that the affair had been grossly exaggerated. The defendants intend suing the plaintiff and Schmidt for false imprisonment.

The prize-fighter Seddons, with George Lees his trainer, and John Murphy his backer, upon being arraigned before Justice Snedeker at Jamaica yesterday, pleaded not guilty, waived an examination, and gave bonds to appear at the next term of the Court of Sessions in September. They departed apparently under the impression that there would be nothing more of the case, but they are counting without District Attorney Downing, who, it is understood, is determined to push it to the full extent of the law.

Mr. James E. Evans, Jr., Principal of the public school at Woodhaven, made a complaint before Justice Snedeker at Jamaica yesterday against one Cyrus Lafrican, a carriage painter in the employ of Mr. S. B. Crossman, of the latter village, charging him with stealing a six-barreled revolver and $17 in money from him while in his company on Monday night. Lafrican was arrested by Officer Scully and locked up. Upon examination before Justice Snedeker yesterday, it was shown that Evans had been drinking in company with the prisoner, and the complainant, who appeared to be in a state of considerable excitement, after hearing the testimony of the defendant, concluded that it would be best to withdraw the complaint, and the defendant was accordingly discharged.

WESTCHESTER COUNTY.

Coroner Brennecke, of Rye, on Monday held an inquest in the township of Harrison, upon the body of a lad aged about sixteen years, named Waldron K. Haviland, who committed suicide some time on Sunday night, by hanging himself in a barn belonging to Mr. Gilbert Haviland, for whom he worked.

Coroner W. E. Meeks, of Mount Vernon, held an inquest at St. John's Riverside Hospital, Yonkers, yesterday, upon the body of James Rafferty, aged forty-five years, who was found lying in a state of insensibility at the foot of the stairs of his workshop, No. 5 Wells-avenue, Yonkers. According to the testimony of Drs. Pooley and Balch, who made an examination of the body, the deceased came to his death from a fracture of his skull, caused by accidentally falling down stairs. Verdict accordingly.

STATEN ISLAND.

The dead-lock of the Edgewater Aldermen still continues. Last evening a meeting was called for the purpose of making another effort to elect the ninth member—a vacancy, it will be remembered, having been occasioned by the resignation of Dr. Richardson some time ago. The four Democratic members took their seats, but the four Republicans failed to make their appearance. Each party has its choice, and is determined to oppose to the last the election of any but its favorite.

NEW-JERSEY.

The tax valuation in Newark City is, for personal property, $129,615,840.

The rate of taxation for 1873 at Union Hill will be nearly 2½ per cent.

Jersey City is to have two public drinking fountains in each Aldermanic district.

John S. Shaw, Chief Engineer of the Union Hill Fire Department, has been presented with a silver trumpet.

Laura Beck, a young girl living in Newark, was knocked down yesterday by a runaway team and fatally injured.

The Young Men's Christian Association of Bergen has decided to open its reading-rooms hereafter on the Sabbath.

A boy named James Carr, aged ten, has been missing from his residence in Wayne-street, Jersey City, since last Saturday.

A little girl, named Mary Gillan, was fatally scalded in Jersey City yesterday by the overturning of a kettle of boiling water.

James Cardan was fatally injured yesterday morning by falling down the stairs at his residence, in Colgate-street, Jersey City.

The eleventh annual festival of the Jersey City Schuetzencorps will take place at the Schuetzen Park on the 5th, 6th, and 7th of August.

The Board of Aldermen has requested the Jersey City Board of Public Works to furnish water for the Mercer-street baths without charge.

Phœbe Trautman, a woman living in Newark, and sixty-eight years of age, was arrested yesterday on a charge of bigamy. She was held to bail.

Three daring burglaries were committed in Newark yesterday morning and Monday night, but the thieves only secured about $400 worth of plunder.

An aged lady named Mrs. Joslyn fell from a high stoop in First-street, near Coles-street, Jersey City, Monday night, and sustained injuries of a serious character.

An infant child of Mrs. Clarence Van Winkle, of Gross-street, fell from a second-story window of a house in Union Hill, and received probably fatal injuries, yesterday.

Thomas F. McCabe, a boy, who fell from a cherry-tree in Lafayette, some two weeks since, and alighted on the top of picket-fence, died yesterday at his residence in Jersey City.

James McMahon, employed at the Pennsylvania works on the Hackensack Meadows, was seriously injured yesterday by falling from a scaffold to the ground, a distance of sixteen feet.

The inquest in the case of the child found in a sink a few days since, and supposed to have been destroyed by its mother, Martha Johnson, will be held to-morrow night by Coroner Parsloe, at Hoboken.

The citizens of Paterson who are opposed to the recent action of the Board of Education, in dismissing Prof. McIntire, will hold a mass-meeting in the Wigwam Friday night, to express their disapprobation.

Chief Engineer Culver, of Jersey City, has called the attention of the Board of Public Works to the inadequate supply of water-pipes, and has stated that in case of fire the present state of affairs is dangerous.

Henry Wolf, a well-known member of Fidelity Division Sons of Temperance, Jersey City, died Monday night at St. Francis' Hospital, and a meeting of the order was held last night to make arrangements for the funeral.

The body of an unknown man found in the bay, near Coney Island, by the crew of the yacht Irene, was brought to the Central Railroad wharf, at Jersey City, Monday evening. The body awaits identification at the Morgue.

A man named Francis Curtner is lying in the Essex County Jail, charged with throwing himself on the Pennsylvania Railroad track for the purpose of committing suicide. It is supposed he has become insane from grief at the loss of his wife, who died about a year ago.

A quantity of block-tin, amounting in value to about $1,200 or $1,300, was stolen from the White Star Line docks, foot of Pavonia-avenue, Jersey City, on Monday night. No arrests have been made, though the police are on the track of the thieves.

On Monday night several roughs entered Sullivan's saloon in Sussex-street, Jersey City, and, after drinking at the expense of the proprietor, struck him in the head with a glass, inflicting serious injuries, and afterward robbed his money-drawers. No arrests have been made.

The Pennsylvania Central Railway Company proposes to purchase from the Board of Public Works in Jersey City the old engine-house of Liberty No. 1, on Greene-street, and has offered $4,000 for the same. The matter has been referred to the Committee on Public Buildings.

The opening of the New-Jersey section of the Jersey City and Albany Railroad, between Jersey City and Tappantown, will take place to-day. A number of railroad men and members of the Press have been invited, and will participate. A special train will leave the Pennsylvania Depot at 10 A. M. to-day, and run to the State line, returning at 5 P. M.

The North Hudson County Water Commissioners have appointed as Engineer Mr. Kirkwood, Consulting Engineer of the Brooklyn Water-works, and the committee appointed to apportion the cost of preliminary surveys authorized by the Legislature has assessed the towns interested as follows: Hoboken, $6,480; Weehawken, $1,950 50; West Hoboken, $1,128 50; Union, $492.

Major Yard, Commissioner of Railroad Taxation, reports the following assessments for Hudson County: Pennsylvania, $3,687,025; Newark and New-York, $42,500; Morris and Essex, $1,714,600; Midland, $77,400; Erie, $4,605,611; New-Jersey Central, $239,700; total, $9,766,836. This will benefit the treasuries of Jersey City and Hoboken about $100,000.

Isaac Cuspell, who swore in the Coughlin bigamy case, in the Hudson County courts recently, that on the day of Coughlin's alleged marriage with Willista Stevens, that he drove Coughlin and several friends to Union Hill in the afternoon, and remained till after midnight, has been arrested for perjury. B. N. Crane, the stable-keeper for whom Cuspell worked, testifies that Coughlin did not hire any conveyance of him that day, and that no carriage was let, the ground having been covered that day (Jan. 25, 1871,) with a heavy fall of snow. Cuspell gave bail in $1,000.

THE RING INDICTMENTS.

The article in THE TIMES of yesterday entitled "The Ring Prosecutions," instancing the rumors of an alleged indictment found by the Grand Jury against Tweed, and stated to have been suppressed, or indefinitely pigeon-holed in the District Attorney's office, was the occasion of considerable excitement and discussion around the City Hall, and among politicians generally.

The following is the fraudulent bill on which the alleged indictment is supposed to have been based:

The City of New-York to A. J. Garvey, Dr.:

On account of the appropriation of additional alterations of aqueduct, Ninety-third to One Hundred and Thirteenth-street.

Date 1870, Sept. 19.

Scaffolding, rigging, and lumber	$7,942 00
Blacksmith Bills	1,930 00
Tools, pails, brushes, and sundries	2,734 00
2,680 barrels cement	8,040 00
4,850 yards sharp sand	9,700 00
2,970 feet flagging at 45	1,336 50
Tools, rigging, and sundries	1,944 09
7,300 cartages rubbish and materials	7,300 00
Rubbish, dockage, and freight	9,485 00
13,376 day masons, brick-layers, and stone-cutters	60,192 00
Fireman's time, 119 days, at $5	595 00
5,153 days' labor at $3	15,459 00
Total dollars: one hundred and twenty-six thousand seven hundred and seven 59-100 dollars	$126,707 59

I certify that the articles above enumerated have been received and the services performed; that they were necessary for and have been, or will be, applied to ——; and that the prices paid were just and reasonable to the necessity of the above expenditures.

WILSON SMALL,
Deputy Superintendent Repairs and Supplies.

I certify the above account and approve.

WM. M. TWEED,
Commissioner of Public Works.

Received at the office of the Controller in the City of New-York, this 25th day of May, 1871, from Richard B. Connolly, Controller, a warrant on the Chamberlain for the sum of one hundred and twenty-six thousand seven hundred and seven 59-100 dollars in full payment of the above account.

Signed in triplicate.
$126,707 59. ANDREW J. GARVEY.

Across the face of the bill is written—"Department of Public Works."

Mr. Garvey, it is stated, swore that he never did any service whatever to justify these claims, but simply manufactured them "out of whole cloth" to order of the "Ring," receiving the money from Ingersoll, and urbanely presenting that obliging official with his check for $95,000 as the just "divvy." It is alleged that the Grand Jury knew these facts, and indicted Tweed as an accomplice at the same time as Ingersoll and Wm. E. King, the "Boss'" private secretary; that Tweed's name was omitted in the document submitted to the foreman for signature, and the "mistake," though distinctly noticed, was never, it is said, rectified.

FUNERAL OF SYDNEY DORLON.

The funeral of the late Sydney Dorlon, the well-known oysterman of Fulton Market, took place yesterday afternoon, the services being performed at the late residence of the deceased, No. 81 Johnson-street, Brooklyn. The body, dressed in plain black, was placed in a rose-wood casket of exquisite workmanship, with silver handles, and a plate inscribed "Sydney Dorlon; died July 27, 1873; aged 57 years and 1 month." Two anchors made of white flowers were placed beside the casket; a large floral star lay at the head. Several baskets of flowers, the gifts of friends, were in various portions of the room. The funeral services were performed by Revs. Wm. McAllister, of the Second-street (New-York) Methodist Episcopal Church, and S. B. Halliday, assistant pastor of Plymouth Church, and at the conclusion the remains were conveyed to Green-wood for interment. There was an immense concourse of Mr. Dorlon's friends, and carriages were doubled up for four blocks round the house.

DESERVED PROMOTION.

Patrolman Patrick F. Byrnes, of the Eighth Precinct, whose gallant conduct in defending himself against the attack of four ruffians and in arresting two of his assailants, has already been chronicled in THE TIMES, as also the honorarium of $1,000 from the Riot Relief Fund, was yesterday promoted to be a roundsman by the Board of Police.

THE STATE OF TRADE.

CHICAGO, July 29.—Cattle dull, under large receipts and a large number left over from yesterday; quality generally rather poor; receipts, 4,000; prices weak; sales of fair Steers at $5 25@$5 60; Stockers, $3 25@$3 45; shipments, 1,500. Hogs—Receipts 1,500, with several thousand left over from yesterday; light smooth Hogs in good demand and firm; rough lots dull; sales of common to choice at $4 40@$4 85, closing quiet; shipments, 6,500. Sheep quiet and steady; receipts, 1,200; sales of fair to good at $4@$4 25.

WILMINGTON, N. C., July 29.—Spirits of Turpentine quiet at 38c. Resin quiet; no sales reported. Crude Turpentine firm; $2 for Hard, $3 15 for Yellow Dip and Virgin. Tar steady at $3 55.

HAVANA, July 29.—Exchange dull; on the United States, 60 days, currency, 30@31 premium; on London, 64@65 premium; on Paris, 46@47 premium.

PROVIDENCE, R. I., July 29.—Print Cloths dull at 6⅜c.@6½c. for best 64s.

PASSENGERS ARRIVED.

In steam-ship City of Brooklyn, from Liverpool.—Prof. Craig, John Nicholson, John Thompson, O. J. Crowhall, R. C. Bartlett, Miss S. Latimer, Miss C. Goudy, Miss F. F. Calhoun, Miss McCabe, Miss Buirig, Mrs. R. Smith, Mrs. Buchignani and 3 children, Sam. Reynolds and wife, B. F. Reynolds, H. J. Creighton, John Parr, Richard Williamson, Edwin Murray, Wm. Kull, J. H. Robinson, Miles S. Cutting, Chas. Knowles, H. Tripes, Jr., W. Kilner, W. R. Rye and wife, Carl Rosenbaum, J. R. Gutierrez.

MINIATURE ALMANAC—THIS DAY.

Sun rises......4:51 | Sun sets....7:18 | Moon sets..10:30

HIGH WATER—THIS DAY.

Sandy Hook..11:11 | Gov. Island...12 | Hell Gate...1:22

MARINE INTELLIGENCE.

NEW-YORK....TUESDAY, July 29.

CLEARED.

Steam-ship Thuringia (Ger.), Meyer, Hamburg, July 17, and Havre 19th, with mdse. and 940 passengers to Kunhardt & Co.

Steam-ship Isaac Bell, Blakeman, Richmond, City Point and Norfolk, with mdse. and passengers to Old Dominion Steam-ship Co.

Steam-ships Nevada, (Br.,) Forsyth, Liverpool, Williams & Guion; Ismailia, (Br.,) Overstone, London, Henderson Bros.; Olympia, (Br.,) Young, Glasgow, Henderson Bros.; Columbia, Curtis, Havana, Cuba, W. P. Clyde & Co.; Zodiac, Chapin, Savannah, Ga., Murray, Ferris & Co.; Regulator, Freeman, Philadelphia, Lorillard Steam-ship Co.; Acushnet, Rector, New-Bedford, Ferguson & Wood; Wyanoke, Couch, Norfolk, City Point, and Richmond, Old Dominion Steam-ship Co.; Beverly, Pierce, Philadelphia, Wm. P. Clyde & Co.; Neptune, Baker, Boston, H. F. Dimock.

Ships Seminole, Marsh, San Francisco, Cal., Sutton & Co.; City of Montreal, Hadgett, New-Orleans, Thos. Dunham's Nephew & Co.

Barks Lizzie Dalglish, (Br.,) Stewart, Gibraltar, for orders, Heney & Parker; Actis, (Norw.,) Olsen, Dantzig, Funch, Edye & Co.; Principessa Margherita de Piemonte, (Ital.,) Molfino, Cork, Funch, Edye & Co.; Hermanos, (Norw.,) Hauf, Dantzig, Tetens and Bockmann; Carl Jonenas, (Norw.,) Halvorsen, Dantzig, Funch, Edye & Co.; Alice Campbell, Gorham, Smyrna, Brett, Son & Co.; Anna T., (Aus.,) Giovanelli, Arace and Catania, Funch, Edye & Co.; Rocket, Atkinson, (cld. 28th,) Curacoa, J. Agostini.

Brigs Ella, (Br.,) Parl, Rio Grande do Sul, Oelrichs & Co.; Marie & Sophie, (Ger.,) Feldhusen, Pernambuco, Funch, Edye & Co.; Gem, Pierce, Bridgetown, (Barbadoes,) D. Trowbridge & Sons; Edith, Johnson, Nuevitas, Cuba, Simpson, Clapp & Co.; Ann Mitchell, (Br.,) Stevenson, Dansig, George F. Bulley.

Schrs. West Side, Taylor, Corpus Christie, Texas, Evans, Ball & Co.; Angie Armsbury, Jones, Georgetown, J. S. Ingraham & Co.; Cora Etta, Johnson, Turpan, H. F. Metcalf & Co.; Hortensia, Norton, (cld. 28th,) Demarara, Miller & Houghton.

ARRIVED.

Steam-ship Charleston, Berry, Charleston July 26, with mdse. and passengers to J. W. Quintard & Co. July 28, 10 miles S. from Delaware Light-ship, spoke schr. Louis A. van Brunt, from Brashear City, for Portsmouth, 17 ds. out.

Steam-ship City of Brooklyn, (Br.,) Jones, Liverpool July 17, and Queenstown 18th, with mdse. and 22 cabin and 430 steerage passengers to John G. Dale.

Steam-ship Ville du Havre, (Fr.,) Surmont, Havre July 17 and Brest 19, with mdse. and 190 passengers to Geo. Mackenzie.

Steam-ship Wilmington, Holmes, Havana July 24, with mdse. and passengers to Wm. P. Clyde.

Brig Wilhelmine, (Ger.,) Knuth, Pillau, 95 ds., with mdse. to C. Tobias & Co.

Bark Armonia, (Ital.,) Maggio, Leghorn 60 ds., with marble, rags, &c., to Jos. Fabbricotti.

Bark Borzone, (Ital.,) Sergeni, Genoa 49 ds., in ballast to A. P. Agresta.

Bark Hermann, (Ger.,) Rieck, Malaga 55 ds., with mdse. to Hatton, Watson & Co.

Bark Camogli, (Ital.,) Balestro, Trapani May 4, with salt to Jas. W. Elwell & Co.

Bark Marie, (Ger.,) Ramsen, Iquique May 29, with nitrate of soda to Pim, Forwood & Co.

Bark Abram Young, (of St. John, N. B.,) Hill, Antwerp 50 ds., in ballast to James W. Elwell & Co.

Bark Teresa, (Br.,) Gibbs, Cienfuegos 26 ds., with sugar and molasses to J. & G. Fowler.

Brig Aurora, (of Halifax,) Dodd, Sydney, C. B., 14 ds., with 415 tons coal to C. B. Swain & Son—vessel to Heney & Parker.

Bark Nonpareil, Flinn, Boston, in ballast to master. Will load for Buenos Ayres.

Brig Arturo, (Aust.,) Cassovich, Rio Janeiro 65 ds., with coffee to order—vessel to Slocovich & Co.

Schr. Harry C. Shephard, Clark, Jacksonville 9 ds., with lumber to Isaac M. Waterbury—vessel to master.

Schr. J. W. Middleton, Seavey, Jacksonville 8 ds., with lumber to Eppinger & Russell—vessel to J. H. Winchester & Co.

Schr. Northampton, Lawson, Virginia.

Schr. R. A. Stevens, Sturgess, Boston, for Rondout.

Schr. S. C. Muldon, Brown, Nantucket, with fish to H. C. Rogers.

Schr. Timothy Field, Davis, Providence, for Rondout.

Schr. Mary Potter, Davis, Nantucket, with fish to Geo. Moon.

Schr. July Fourth, Cobb, Bangor, with lumber to order.

Schr. Chauncey St. John, Parson, Bridgeport, for Elizabethport.

Schr. Evelyn, (of Addison,) Crowley, St. George, N. B., 9 ds., with spiling to James Murray.

Schr. Helen Hasbrouck, Hall, Alexandria.

Schr. Mary Riley, Riley, Georgetown, D. C.

Schr. Susan, Hacket, Towel Point, N. C., 4 ds., with watermelons to master.

Schr. F. P. Simpson, Vail, Virginia.

Schr. Alexander, Reynolds, Berry, Richmond.

Schr. J. W. Simpson, Longstreet, Virginia.

SAILED—Steam-ships Columbia, for Havana; Zodiac, for Savannah; Wyanoke, for Richmond.

WIND—Sundown, light, S. E.; raining.

BY TELEGRAPH.

BOSTON, July 29.—Arr. steamers Killarney, from Liverpool; Panther, from Philadelphia; bark Neptune, from Cienfuegos; schr. Lucy Holmes, from Port-au-Prince.

Also arr. steamer Centipede, from Philadelphia; barks Capodistria, from London.

CHARLESTON, S. C., July 29.—Arr. steamer James Adger, from New-York.

Sld. schrs. Jessie Elizabeth and L. A. Edwards, for New-York.

FORTRESS MONROE, Va., July 29.—Passed in for Baltimore, steamer Peruvian, from Liverpool; brig Petrus; brig Jennie, Morton, from Demerara; brig Chief; brig Glance, from St. Jago; brig Agnes Raymond; brigs Leeland and "Eliza and Ada." schrs. Thomas Fitch, from Governor's Harbor, and H. Smith; passed in for City Point, bark Rose Brae, from Liverpool.

SAVANNAH, Ga., July 28.—Cld. schr. Ann E. Valentine, for Jacksonville.

Arr. brig Alexander Williams, from Barbados.

SAVANNAH, July 29.—Arr. schr. Donna Anna, from Providence—not Havana, as before stated.

Sld. steam-ship Leo, for New-York; schr. Seguin, for Boston.

FOREIGN PORTS.

SAVANILLA, July 9.—Arr. schr. M. M. Heath, Nichols, for New-York, ready.

SPOKEN, &c.

By bark Marie, May 6, lat. 26 16 S., lon. 81 56 W., spoke brig Alida, (Ger.,) from Iquique, for New-York; May 20, lat. 47 31 S., lon. 83 26, ship Eddystone, (of Boston,) from Guanape Island, for Boston, 20 ds. out.

By bark Teresa, July 6, off the Isle of Pines, spoke brig Bessie, (Br.,) from Cienfuegos, for Halifax.

By Pilot-boat E. F. Williams, No. 14, July 28, lat. 42, lon. 72, ship Borneo, from Boston, for Philadelphia.

EUROPEAN MARINE NEWS.

QUEENSTOWN, July 29.—The Inman line steam-ship City of New-York, Capt. Lochead, from New-York July 17, and the White Star line steam-ship Oceanic, Capt. Kiddle, from New-York July 19, both for Liverpool, have arr. here, the former at 6:30 P. M. yesterday, and the latter to-day. The Canard line steam-ship Abyssinia, Capt. Haine, from New-York July 19, for Liverpool, arr. here at 11 o'clock last night.

The National line steam-ship Egypt, Capt. Grogan, which sld. from New-York July 19, arr. here at 11 A. M. to-day en route for Liverpool, and proceeded.

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Notwithstanding the increase in the price of Wines in France, we maintain the prices for
"GOULET CHAMPAGNE,"
at
$21, Gold, for Quarts.
$23, Gold, for Pints.
This wine will compare favorably with any imported.
Yours respectfully,
JOS. RIFFLARD'S SONS.

SPECIAL NOTICE
PARTIES DESIRING TO HAVE THEIR HOUSES DECORATED OR FURNISHED FOR NEXT FALL, WILL FIND IT GREATLY TO THEIR ADVANTAGE TO HAVE SAME DONE DURING THE SUMMER MONTHS.
A CONSIDERABLE REDUCTION IN PRICE WILL BE MADE FOR FURNITURE AND CURTAINS ORDERED NOW FOR DELIVERY IN SEPTEMBER AND OCTOBER.
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